



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 31 July 2017; 9:30am
Meeting Number: MNWJDAP/179
Meeting Venue: City of Stirling
25 Cedric Street,
Stirling

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (A/Deputy Presiding Member)
Mr Fred Zuideveld (A/Specialist Member)
Cr Philippa Taylor (Local Government Member, City of Joondalup)
Cr Sophie Dwyer (Local Government Member, City of Joondalup)
Mayor Giovanni Italiano JP (Local Government Member, City of Stirling)
Cr David Boothman JP (Local Government Member, City of Stirling)

Officers in attendance

Ms Alisa Spicer (City of Joondalup)
Mr Joe Hussey (City of Joondalup)
Mr Chris Leigh (City of Joondalup)
Mr Ben Hesketh (Department of Planning, Lands and Heritage)
Mr Michael Daymond (Department of Planning, Lands and Heritage)
Ms Giovanna Lumbaca (City of Stirling)
Mr Greg Bowering (City of Stirling)
Mr David Banovic (City of Stirling)

Local Government Minute Secretary

Ms Regan Clyde (City of Stirling)
Ms Amorette Kerklaan (City of Stirling)

Applicants and Submitters

Ms Mariska van der Linde (TPG + Place Match)
Mr David Caddy (TPG + Place Match)
Mr Dan Lees (TPG + Place Match)
Mr George Ashton (TPG + Place Match)
Mr Peter Leighton (T&Z Architects)
Mr John Fischer (Department of Education)
Mr David Muir (Department of Education)
Ms Kim Boyd (Department of Finance)
Mr Paul Harris (Local Resident and Doubleview Primary School Parent)
Mr Stuart McDonald
Mr Simon Vanyai



Members of the Public / Media

Nil

1. Declaration of Opening

The Presiding Member declares the meeting open and acknowledges the past and present traditional owners and custodians of the land on which the meeting is being held.

2. Apologies

Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of meeting no. 178 held on the 19 July 2017.

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- 7.1** Mr David (Caddy (TPG + Place Match) presenting for the application at Item 8.1. The presentation will be in favour of the officer's recommendation with amendments to Conditions.
- 7.2** Mr Paul Harris (Local Resident and Doubleview Primary School Parent) presenting against the application at Item 8.2. The presentation will address the impact of the development on resident privacy and amenity.
- 7.3** Mr Stuart McDonald presenting against the application at Item 8.2. The presentation will address statements in the RAR, school capacity obligation of ISWA, lack of parking, non-compliance with Liveable Neighbourhoods and WAPC's Perth and Peel @3.5 million.
- 7.4** Mr Simon Vanyai presenting against the application at Item 8.2. The presentation will address items of non-compliance and contradictory information relating to trees, parking, proposed use, provision of space and traffic assessment.



- 7.5** Mr John Fischer (Department of Education) presenting for the application at Item 8.2. The presentation will address the benefits of locating the proposed International School of WA to the subject site.
- 7.6** Mr Peter Leighton (T&Z Architects) presenting for the application at Item 8.2. The presentation will provide an architectural overview of the proposed development.

8. Form 1 – Responsible Authority Reports – DAP Applications

- 8.1**
- | | |
|------------------------|---|
| Property Location: | Lot 1 (2) Warburton Avenue, Padbury |
| Application Details: | Service Station and Associated Signage |
| Applicant: | Ms Mariska van der Linde, TPG + Place Match |
| Owner: | Mr Justin McCabe, BP Refinery (Bulwer Island) Pty Ltd |
| Responsible Authority: | City of Joondalup |
| DoP File No: | DAP/17/01209 |
- 8.2**
- | | |
|------------------------|--|
| Property Location: | Lot 13395 (193) St Brigids Terrace, Doubleview |
| Application Details: | Redevelopment of Doubleview Primary School |
| Applicant: | Mr David Muir, Department of Education |
| Owner: | Department of Education |
| Responsible Authority: | Western Australian Planning Commission |
| DoP File No: | DAP/17/01213 |

9. Form 2 – Responsible Authority Reports – Amending or cancelling DAP development approval

Nil

10. Appeals to the State Administrative Tribunal

As invited by the State Administrative Tribunal under Section 31 of the State Administrative Act 2004, the Metro North-West JDAP will reconsider DAP/16/01119 for Lot 69 (91) Strive Loop, Girrawheen on or before 18 August 2017.

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.



Minutes of the Metro North-West Joint Development Assessment Panel

Meeting Date and Time: 19 July 2017; 2:30pm
Meeting Number: MNWJDAP/178
Meeting Venue: City of Wanneroo Lechenaultia Meeting Room
23 Dundobar Road
Wanneroo

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Frank Cvitan JP (Local Government Member, City of Wanneroo)
Cr Russell Driver (Local Government Member, City of Wanneroo)

Officers in attendance

Ms Alice Harford (City of Wanneroo)
Mr Jay Naidoo (City of Wanneroo)
Mr Yatin Panchal (City of Wanneroo)

Local Government Minute Secretary

Ms Grace Babudri (City of Wanneroo)

Applicants and Submitters

Mr Simon Burnell (CLE Town Planning + Design)
Mr Steve Carter (CLE)
Mr Tim Morley (Morley Davis Architects)
Ms Kali Passmore (Morley Davis Architects)
Mr Upendra Patel

Members of the Public / Media

There was 1 member of the public in attendance.

Lucy Jarvis from North Coast Times was in attendance.

1. Declaration of Opening

The Presiding Member, Ms Karen Hyde declared the meeting open at 2.30pm on 19 July 2017 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.



The Presiding Member announced the meeting would be run in accordance with the *Development Assessment Panel Standing Orders 2017* under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The Presiding Member advised that in accordance with Section 5.16 of the Standing Orders 2017; No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.', the meeting would not be recorded.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Minutes of the Metro North-West JDAP meeting No. 177 held on 6 July 2017 were noted by DAP members.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Simon Burnell (CLE Town Planning + Design) addressed the DAP for the application at Item 8.1. Mr Jay Naidoo, Ms Alice Harford, Mr Yatin Panchal, Ms Kali Passmore, Mr Simon Burnell, Mr Tim Morley and Mr Upendra Patel answered questions from the panel.

7.2 Ms Kali Passmore (Morley Davis Architects) addressed the DAP for the application at Item 8.1. Mr Jay Naidoo, Ms Alice Harford, Mr Yatin Panchal, Ms Kali Passmore, Mr Simon Burnell, Mr Tim Morley and Mr Upendra Patel answered questions from the panel.

8. Form 1 – Responsible Authority Reports – DAP Application

8.1 Property Location:	Lot 4005 (205) Butler Boulevard, Butler
Application Details:	Eight Commercial Tenancies and 67 Multiple Dwellings
Applicant:	CLE Town Planning and Design
Owner:	Butler Land Company Pty Ltd
Responsible Authority:	City of Wanneroo
DoP File No:	DAP/17/01208



REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Frank Cvitan

Seconded by: Cr Russell Driver

That the Metro North-West Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/17/01208 and accompanying plans SK02.01 – Basement Plan, SK02.02 – Site and Ground Floor Plan, SK02.03 – First Floor Plan, SK02.04 – Second Floor Plan, SK02.05 – Third Floor Plan, SK02.06 – Fourth Floor Plan, SK03.01 – Elevations, SK03.02 – Sectional Elevations, 01 – Ground Floor Landscape, 02 – First Floor Garden and 03 – Terrace Garden in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Wanneroo's District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Commercial units 1-8 may be used for the following uses as defined in the City of Wanneroo's District Planning Scheme No. 2:

- Amusement Facility/Parlour;
- Art Gallery;
- Auction Room;
- Bank;
- Consulting Room;
- Dry Cleaning Premises;
- Laundromat;
- Laundry;
- Medical Centre;
- Office;
- Public Exhibition Facility;
- Reception Centre;
- Showroom;
- Veterinary Consulting Rooms; and
- Veterinary Hospital.

A change of use from those outlined above may require further development approval.

2. Planting and Landscaping shall be carried out in accordance with the plans as submitted prior to the occupation of the development and thereafter maintained to the satisfaction of the Manager Land Development.
3. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior written approval of the City.
4. A stormwater plan shall be provided, demonstrating an on-site stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours). The stormwater plan shall be submitted for approval by the City and the system shall be installed during the construction of the development.



5. Parking areas and driveways shall be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS2890), and shall be drained, sealed and marked and thereafter maintained to the satisfaction of the City.
6. Residents, visitor and commercial car parking spaces shall be marked and clearly signposted as dedicated for residents, visitor and commercial use only respectively, to the satisfaction of the City.
7. A construction management plan being submitted detailing how the construction of the development will be managed in order to limit the impact on the users of the surrounding area. The plan will need to ensure that:
 - Adequate space is provided within the subject site for the parking of construction vehicles and for the storage of building materials so as to minimise the need to utilise the surrounding road network;
 - Adequate provision is made for the parking of workers' vehicles;
 - Pedestrian and vehicular access around the site is maintained;
 - Bus stops/shelters or other infrastructure on public land is temporarily relocated as may be necessary;
 - Vegetation on public land is not impacted or damaged;
 - The delivery of goods and materials does not adversely impact on the amenity of the surrounding properties; and
 - The hours of construction are limited to ensure that there is no adverse impact on the amenity of the surrounding properties.

The construction management plan shall be submitted and approved by the City prior to the commencement of any development.

8. Lighting shall be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.
9. The applicant shall undertake adequate measures to minimise any impacts of dust and sand drift from the site.
10. Waste shall be managed in accordance with the Waste Management Plan (Version F2.0) submitted by the applicant and prepared by i3 Consultants WA, dated 13 June 2017.
11. The development shall be constructed in accordance with the recommendations of the Acoustic Report submitted by the applicant and prepared by Lloyd George Acoustics, dated 15 March 2017.
12. Storage areas, plant and equipment shall be screened from view from streets, public places and adjacent properties.

Advice Notes

1. This is a development approval only and is issued under the City of Wanneroo's District Planning Scheme No. 2 and the Western Australian Planning Commission's Metropolitan Region Scheme. It is the proponent's responsibility to comply with all other applicable legislation and obtain all required approvals, licences and permits prior to commencement of this development.



2. This development approval does not take into account any restrictive covenants. It is the proponent's responsibility to ensure that the development will not result in a conflict of contractual obligations.
3. 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. Where an approval has lapsed, no development must be carried out without further approval of the local government having first been sought and obtained.
4. If an applicant or owner is aggrieved by this determination there is a 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.
5. Adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Environmental Regulation's '*A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities*'.

PROCEDURAL MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mr Paul Drechsler

That the Metro North-West JDAP resolves to defer DAP Application reference DAP/17/01208 for a period of six weeks to allow the applicant an opportunity to provide additional material in conjunction with further information from the City of Wanneroo, to include but not be limited to:

- Contextual information on streetscape and how the building integrates with surrounding built form;
- Further articulation of the building façade, especially Butler Boulevard and to demonstrate how the building contributes to the streetscape, provides interest and legibility at the pedestrian level;
- Schedule of external materials and minimisation of blank walls on the eastern façade;
- Full set of landscape plans with involvement of a landscape architect demonstrating;
 - External and internal landscape and planting proposals including trees where possible. External includes the laneway, the ground floor of Butler Boulevard and internal includes internal walk ways, courtyard and roof garden;
 - Seasonal solar access and planting viability and year round amenity
 - No artificial turf
- Relocation of roof top bike store;
- Apartment and room dimensions;
- Demonstration of natural day light to habitable rooms, objective of Draft Apartment Design Guide State Planning Policy 7.3 (SPP 7.3), Apartment size and layout, Objective 4.4.2 is adequately met;
- Privacy to bedrooms from external walkway;
- Pedestrian circulation legibility, orientation through car park including between commercial units 2 and 3;



- Reconsideration of vet hospital
- Visual privacy for habitable rooms and gardens of properties opposite rear laneway;
- Visitors parking bays and turnaround bay in carpark
- External access to stores;
- Investigate orientation of communal facilities

REASON: The DAP determined that a deferral would be beneficial for the applicant to resolve the above issues.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

9. Form 2 – Responsible Authority Reports – Amending or cancelling DAP development approval

Nil

10. Appeals to the State Administrative Tribunal

As invited by the State Administrative Tribunal under Section 31 of the State Administrative Act 2004, the Metro North-West JDAP will reconsider DAP/16/01119 for Lot 69 (91) Strive Loop, Girrawheen on or before 18 August 2017.

11. General Business / Meeting Close

The Presiding Member reminded the meeting that in accordance with Section 7.3 of DAP Standing Order 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, the Presiding Member declared the meeting closed at 3:45 pm.



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 1 (2) Warburton Avenue Padbury
Development Description:	Proposed Service Station and Associated Signage
DAP Name:	Metro North-West JDAP
Applicant:	TPG + Place Match
Owner:	BP Refinery (Bulwer Island) Pty Ltd
Value of Development:	\$2.5 million
LG Reference:	DA17/0473
Responsible Authority:	City of Joondalup
Authorising Officer:	Chris Leigh A/Director Planning and Community Development
Department of Planning File No:	DAP/17/01209
Report Due Date:	17 July 2017
Application Receipt Date:	24/04/2017
Application Process Days:	60 Days
Attachment(s):	1: Location Plan 2: Development Plans and Elevations 3: Landscaping Plans 4: Environmentally Sustainable Design Checklist

Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Approve** DAP Application reference DAP/17/01209 and accompanying plans TP-001, TP-002, TP-015, TP-016 and 16248-A01 in accordance with Clause 68(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

Conditions:

1. This approval only relates to the proposed service station and associated signage as indicated on the approved plans. It does not relate to any other development on the lot.
2. The service station building and canopy shall be setback a minimum 7m from the nominated street boundary, Warburton Avenue, to the satisfaction of the City.
3. A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:
 - All forward works for the site;
 - The delivery of materials and equipment to the site;

- The storage of materials and equipment on the site;
- The parking arrangements for the contractors and subcontractors;
- The management of dust during the construction process;
- Access to car parking and the service station for staff and customers;
- Other matters likely to impact on the surrounding properties;

and works shall be undertaken in accordance with the approved Construction Management Plan.

4. A full schedule of colours and materials for all exterior parts to the development (including any retaining walls) shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
5. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.
6. The external surface of the development, including roofing, shall be finished in materials and colours that have low reflective characteristics, to the satisfaction of the City. The external surfaces shall be treated to the satisfaction of the City if it is determined by the City that glare from the completed development has a significant adverse effect on the amenity of adjoining or nearby neighbours.
7. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
8. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Provide a minimum of one shade tree per four car bays within new car parking areas;
 - Show spot levels and/or contours of the site;

- Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
9. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
 10. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
 11. A Delivery Management Plan indicating the timing of deliveries shall be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied. Delivery management shall then be undertaken in accordance with the approved plan.
 12. The signage is to be established and thereafter maintained to a high standard to the satisfaction of the City.
 13. Signage must not include fluorescent, reflective or retro reflective colours.
 14. All development shall be contained within the property boundaries.
 15. Illuminated signage shall use low illumination that does not flash, pulsate or chase.

Advice Notes

1. The modifications to the crossover are subject to a separate approval. Please contact the City's Infrastructure Management Services Team on 9400 4255 to arrange an appointment.
2. Unless otherwise agreed upon by the City, any existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.
3. The sale of food shall be in accordance with the *Food Act 2008*. The premise is required to be inspected by the City's Environmental Health and Environmental Services team prior to operation. Please contact the City's Health and Environmental Services on 9400 4900 to arrange an appointment.
4. The City's local laws require all commercial properties to store bins within a bin storage area that incorporates wash down facilities. The minimum specification

includes a concrete floor graded to a floor waste that is connected to sewer and a hose cock.

Details:

Zoning	MRS:	Urban
	TPS:	Residential / Additional Use- Service Station
Use Class:		Service Station
Strategy Policy:		N/A
Development Scheme:		<i>City of Joondalup District Planning Scheme No.2</i>
Lot Size:		2,329m ² .
Existing Land Use:		Service Station

The site is located on the south eastern corner of the intersection at Warburton Avenue and Marmion Avenue. The site is bounded by a mixed use development, consisting of offices, shops, a take away food outlet and a recreational facility to the north east and Newcombe Park to the south east (Attachment 1 refers). Residential development coded R20 is situated on the opposite side of Warburton Avenue.

The proposed development includes:

- The demolition of the existing service station and associated structures.
- Service station building, six service pump structures, canopy over the service pump area and a service yard.
- Seven on-site car parking bays (including an accessible parking bay).
- A total of 18.96% soft landscaping located to the front, side and rear boundaries of the site.
- Five *Agonis flexuosa* 'After Dark' trees between the proposed service station building and Marmion Avenue.
- 20 signs comprising a mixture of monolith, wall and service pump signs.
- Modifications to the existing vehicle entry and exit points including modifications to the footpath.
- Removal of two on-site trees.

Development plans and elevations are provided at Attachment 2.

Background:

The subject site is zoned 'Residential/Additional Use - Service Station' under DPS2.

The site was the subject of Scheme Amendment No. 35 to Town Planning Scheme No 1, gazetted on 3 January 1975. The amendment established an 'Additional Use' for the purposes of a 'Service Station' to the existing 'Residential Zone'. Subsequent approvals were issued by the City of Wanneroo and the City of Joondalup for a service station including a rebuild in 1989, extensions in 1997 and a new bin store in 2003.

The existing development on site is set back 7.8m to the canopy over the service pumps and 21.8m to the service station building from the Warburton Avenue street boundary.

Legislation & policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme (MRS).*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).*
- *City of Joondalup District Planning Scheme No. 2 (DPS2).*

State Government Policies

N/A

Local Policies

- *Height of Non-Residential Buildings Local Planning Policy.*
- *Environmentally Sustainable Design.*
- *Signs Policy.*

Consultation:

Public Consultation

The proposal was not advertised, as the use is consistent with the applicable zoning and impacts primarily on the streetscape rather than directly on adjoining or surrounding landowners.

Consultation with other Agencies or Consultants

No external consultation was required for this proposal.

Joondalup Design Reference Panel

The application was reviewed at the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 23 May 2017.

The key issues raised by the JDRP, and the summary of applicant's responses and modifications are provided below:

- Concerns were raised in relation to the removal of mature trees and the lack of landscaping. No reference was made to the species proposed within the landscaped areas.

Applicant's response:

Amended plans were provided indicating additional landscaping and specifying the proposed species. Due to the tanker path on this site the two mature trees cannot be retained, however the landscape proposal includes the planting of 5 mature trees (*Agonols flexuosa* "After Dark" – 100L/ 3-4m in height).

- The JDRP expressed concern regarding the wall backing onto Marmion Avenue and the proposed signage to be used on this wall and suggested a more aesthetic look. An option suggested was to use landscaping on either side of the signage or to relook at the overall textural design of the wall.

Applicant's response:

Amended plans were provided with the removal of the BP wall signs, additional landscaping and appropriate facade treatments.

- The JDRP queried if the site was contaminated and what measures will be undertaken.

Applicant's response:

As part of the site's construction scope of works, environmental sampling will be taken and as a result of these findings a remediation action plan will be put into place accordingly (the action plan will be dependent on the results of the sampling).

Planning assessment:

City of Joondalup District Planning Scheme No 2

Item	Requirement	Proposal	Compliance
Building Setbacks			
Front (north-west boundary to Warburton Ave)	9m	6.05m to service station building 3.1m to canopy	Non compliant. Refer to Officer Comments.
Rear (south-east boundary)	6m	4m to bin store 5.5m to service yard	Non compliant. Refer to Officer Comments.
Side (south-west boundary to Marmion Ave)	3m	6.645m to service station building	Compliant.
Side (north eastern boundary)	3m	5.35m to canopy	Compliant.
Car parking	Nine car bays.	Seven car bays.	Non compliant. Refer to Officer Comments.
On site landscaping	A minimum of eight percent landscaping of the development site.	The proposal includes 18.96 percent landscaping.	Compliant.
Shade trees	One shade tree in car parking areas for every four car parking	Five shade trees are proposed, however these are not located	Non compliant. Refer to Officer Comments.

	bays. A total of two shade trees are required in the car parking area.	in a car parking area.	
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Local Planning Policy

Item	Requirement	Proposal	Compliance
Height of Non-Residential Buildings Policy	7m to top of concealed roof	4.45m to top of BP service station building 5.35m to top of Fascia	Compliant
Signs Policy	<u>Verandah sign (canopy signs)</u> Verandah signs are not permitted within a residential zone.	The proposal includes 3 signs to the fascia of the canopy over the service pumps.	Non compliant. Refer to Officer Comments.
	<u>Wall Signs</u> <ul style="list-style-type: none"> • Area not more than 1.2 m² • Must not extend beyond either ends of the wall. • Must not obscure architectural details. • Must not exceed one wall sign per Strata Title or Green Title lot. • Must not be illuminated. 	<p>North Elevation area coverage: 3.6m²</p> <p>West Elevation area coverage: 3.6m²</p> <p>Shop Elevation area coverage: 6.5m²</p> <p>The wall signs do not extend beyond either end of the walls and do not obscure the architectural details of the façades.</p> <p>The proposal includes 11 wall signs.</p> <p>All signs are illuminated.</p>	Non compliant. Refer to Officer Comments.

	<u>Monolith Sign</u> Not permitted in residential zone.	The proposal includes 2 monolith signs.	Non compliant. Refer to Officer Comments.

Officer Comments

Clause 4.5 of DPS2 allows the exercise of discretion in relation to the areas of non compliance.

The areas of non compliance outlined in the planning assessment are considered in the following discussion.

Building design

The buildings on-site include a 4.45m high service station building comprising timber cladding, BP green alucobond panels, black louvers, white painted tilt panels and white painted walls, a 5.35m high illuminated retail canopy comprising of a BP printed bullnose decal on a white fascia with a BP light green 38mm LED tubing, a bin store and a service yard comprising of black louvers and white painted tilt panels, six petrol pumps and associated signage. The building design, textures and materials proposed for development are considered to be appropriate and sympathetic to the residential amenity of the surrounding area.

For the purpose of determining appropriate setbacks in accordance with clauses 4.7.1 and 4.7.2 of DPS2 the City has designated Warburton Avenue as the street frontage given the orientation and access arrangements of the proposed development. The Marmion Avenue street boundary is considered to be a side boundary.

The setbacks to the side boundaries comply with the requirements set out in DPS2. The development to the rear boundary setback is 4m to the bin store and 5.5m to the service yard in lieu of 6m. The site's rear boundary is adjacent Newcombe Park and residential properties are located on the opposite side of Newcombe Park, a distance of 19.5m from the subject site's rear boundary. The mixed use development at No. 4 Warburton Avenue situated to the north-east of the subject site has a nil setback to Newcombe Park. Considering the site context and surrounding development abutting Newcombe Park the reduced rear boundary setbacks will not result in an undue amenity impact to the surrounding locality and are considered appropriate.

The development to the street boundary is setback 6.05m to the service station building and 3.1m to the canopy in lieu of the DPS2 requirement of 9m. This reduced setback is considered excessive and is not supported as it will result in a detrimental amenity impact to the streetscape.

Development at No. 4 Warburton Avenue situated to the east of the subject site, includes a bin store set back 3.3m from Warburton Avenue, however the remainder of the development on this site is set back 21.6m from Warburton Avenue. On the opposite side of Warburton Avenue, residential properties are setback from the Warburton Avenue boundary 7m to 11m. Considering this, the proposed setback distances of 6.05m to the service station building and 3.1m to the illuminated canopy in lieu of 9m are not considered sympathetic to, or consistent with the streetscape. It is considered that there is opportunity to set all development back from the Warburton Avenue street boundary a minimum distance of 7m without significant impact on development functionality. A reduced setback of 7m to the canopy and service station building, although still less than the required 9m, is an acceptable compromise that will better complement the established streetscape. A condition is recommended to this effect.

The applicant has indicated an intention to incorporate a drive-through coffee outlet within the site as part of a subsequent proposal and has indicated that the service station building setbacks from the rear boundary are required to allow adequate space for vehicle manoeuvring, menu boards and ordering positions for the future drive-through. This land use is not currently permitted on the site under the City's DPS2 but may be capable of consideration pending the outcome of draft Local Planning Scheme No. 3 (LPS3), currently with the WAPC for final consideration.

Parking layout

The proposed service station provides seven car parking bays in lieu of nine. 12 informal car bays are located to either side of the service pumps under the canopy. Considering that majority of customers visiting the site would park under the canopy whilst purchasing fuel, it is unlikely that the site will result in undue parking issues and the shortfall of two car bays is appropriate.

Shade trees

The location of the car parking area is bound by the service station building and the canopy. In this instance locating the shade trees within the car parking area is not practical and the proposed location of the shade trees within the landscaping strip between the service station building and Marmion Avenue is acceptable.

Signage

Due to DPS2 permitting the additional use of service station on this site, regard has been given to the commercial signage requirements of the City's Signs Policy (rather than the residential signage requirements) whilst acknowledging the residential amenity of the surrounding area. The proposed wall signs comply with the commercial signage requirements of the policy and are acceptable given the site context and surrounds.

With regards to the verandah signs that wrap around the illuminated canopy to the service station pumps, the commercial zone requirements of the City's Signs Policy restricts the height of verandah signs to a maximum height of 0.4m. The verandah signs to the canopy are proposed to be 0.85m high in lieu of 0.4m. The sign is affixed to the front of the canopy and does not extend beyond the canopy. One canopy sign is proposed on each elevation. The canopy signs are small in scale and do not result in a detrimental impact to the visual amenity of the surrounding area.

Two monolith signs are proposed, one is situated to the north of the site adjacent Warburton Avenue and one situated to the west of the site adjacent to Marmion Avenue. With regards to the monolith signs, the commercial zone requirements of the

City's Signs Policy restricts the height of monolith signs to a maximum height of 6m and a maximum width of 2m. The two monolith signs are proposed with a height of 6.83m and a width of 2.05m. Considering the service station use and location, the monolith signs are appropriate particularly when coupled with the additional street setbacks recommended. The variation to the width of the sign is minor and is considered appropriate. The height of the sign is required to advertise the products associated with the service station to road users and is considered appropriate.

Standard conditions are recommended to ensure the signage does not result in an undue detrimental impact to the surrounding locality.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

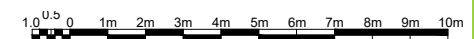
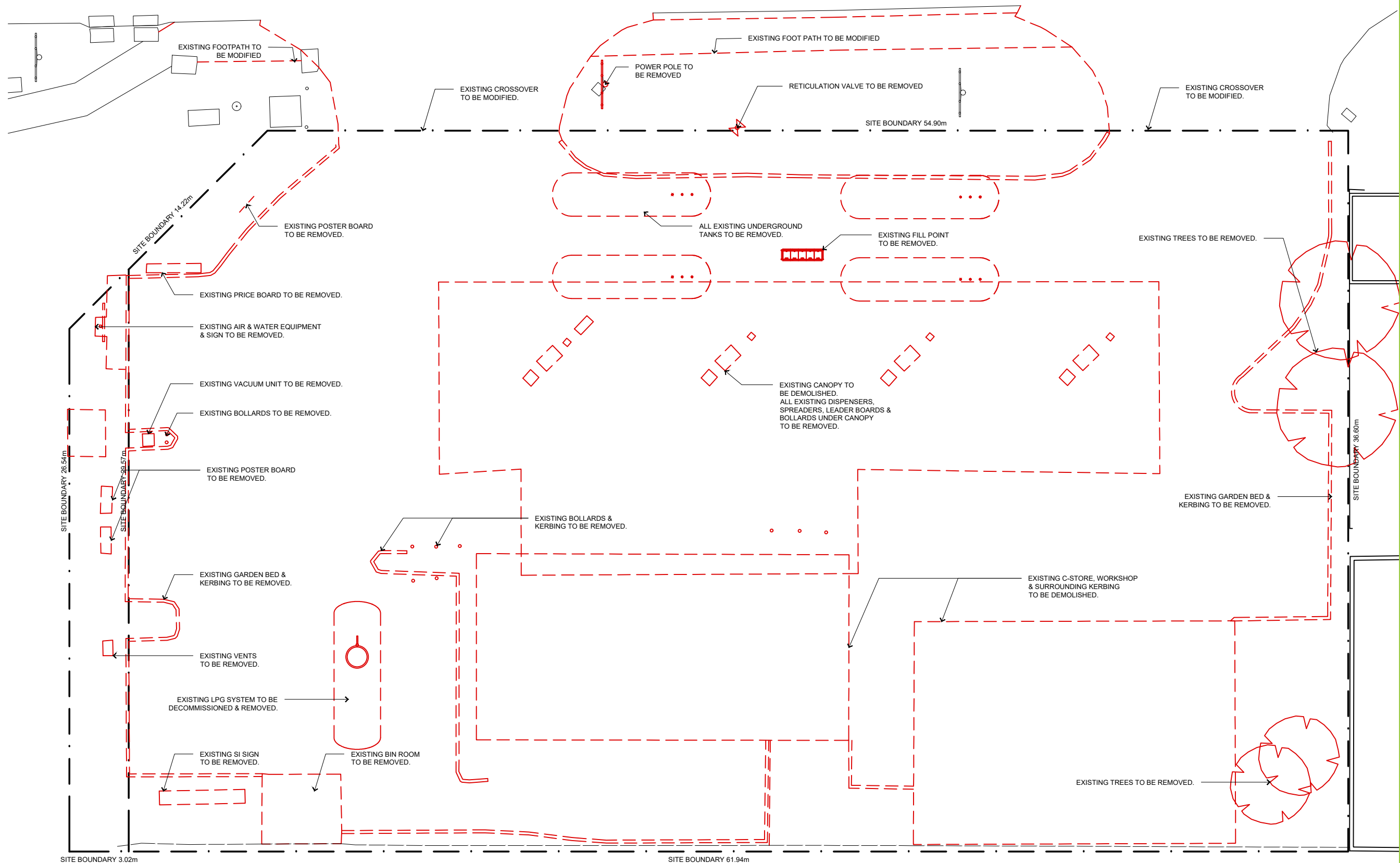
Conclusion:

The proposed service station building and canopy was assessed against the development provisions of DPS2. The overall built form of the development on site including service station building comprising of a mixture of textures and materials, the lightweight design of the canopy, incorporation of landscaping including mature trees, and appropriate signage is considered to result in a high quality built form for the site and surrounding locality with the exception of the proposed street setback to Warburton Avenue.

The building and canopy do not meet the relevant development provisions of DPS2 in relation to setbacks and are inconsistent with the existing setbacks of surrounding and adjacent development. The proposed setbacks will adversely impact the visual amenity of the streetscape, and it is therefore recommended that in accordance with Clause 68(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* that an approval relating to the proposed service station and associated signage is granted, subject to conditions, including a minimum setback of 7m to the service station building and canopy.



3RD PARTY	PRINT NAME	SIGN.	DATE	BP	PRINT NAME	SIGN.	DATE
SWITCH	JODY BALMER		11.04.17				

[illegible]

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PLOT: April 11, 2017 II SAVE: March 17, 2017 II L: \1315 - BP
PADBURY\01 DRAWINGS\1315-TP-001.DWG

Project
BP PADBURY
WARBURTON AVENUE
PADBURY. WA 6025

Project # :	1315	
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Scale: 1:100@A1	Design: JB	Draft: MB/SS
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Discipline:	TOWN PLANNING
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Drawing Title: EXISTING CONDITION
& DEMOLITION PLAN

Drawing Number:	TP-001
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Revision:	2
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ISSUED FOR DEVELOPMENT APPROVAL

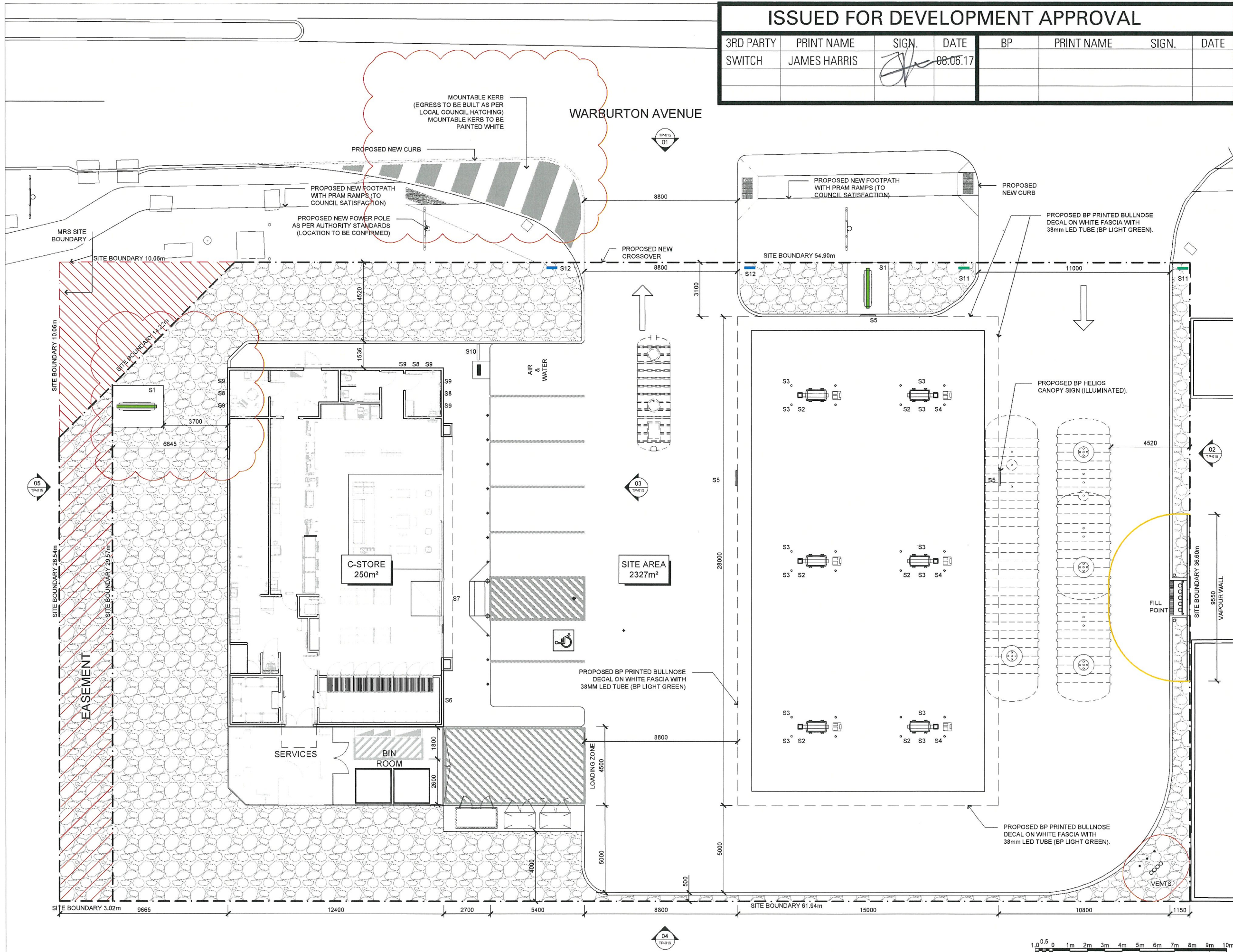
3RD PARTY	PRINT NAME	SIGN.	DATE	BP	PRINT NAME	SIGN.	DATE
SWITCH	JAMES HARRIS		08.06.17				

Revision History		
Date	Rev.	Description
31-01-17	0	ISSUED FOR INFORMATION
24-02-17	1	ISSUED FOR INFORMATION
09-03-17	2	ISSUED FOR INFORMATION
17-03-17	3	ISSUED FOR REVIEW
11-04-17	4	ISSUED FOR PLANNING
08-06-17	5	ISSUED FOR PLANNING

FOR PLANNING

NOTE:

ALL WORKS EXTERNAL TO SITE TO BE BUILT TO MRWA AND LOCAL COUNCIL STANDARDS



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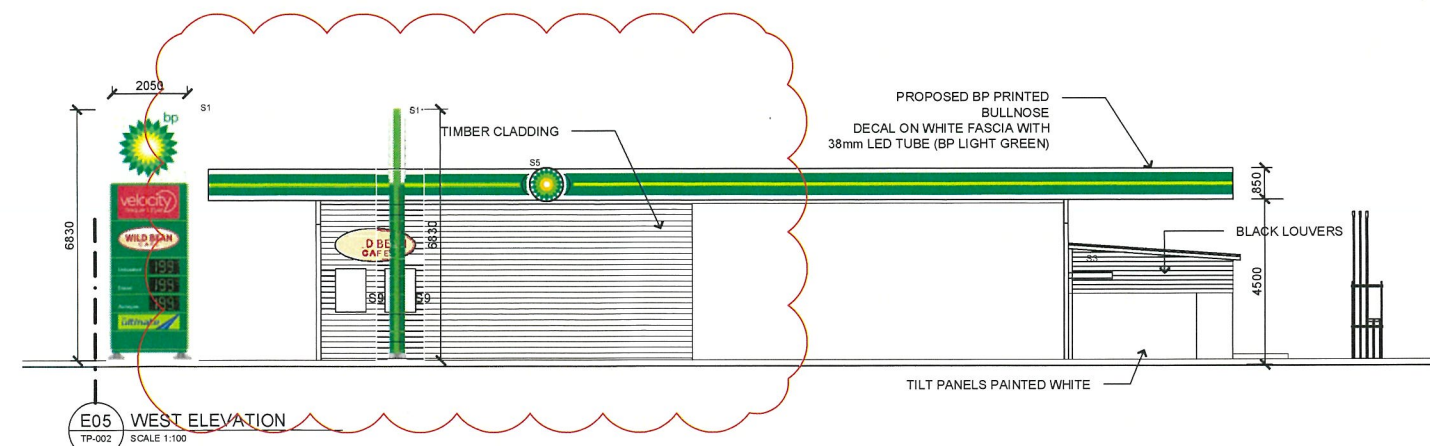
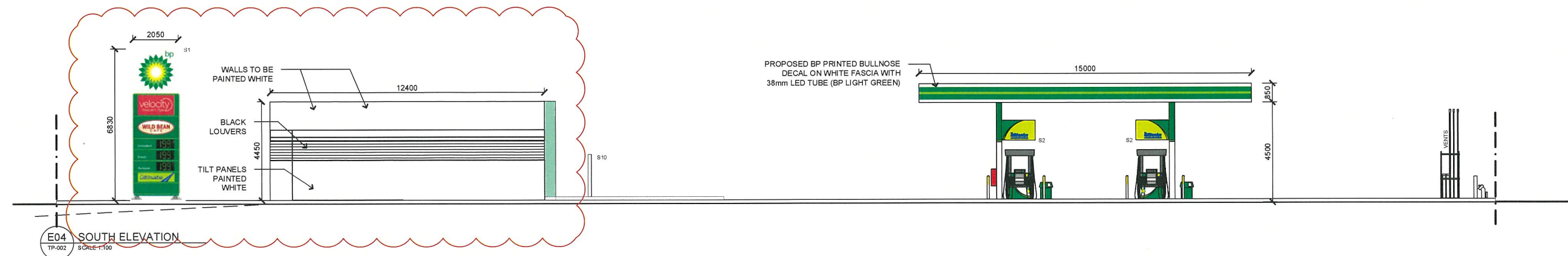
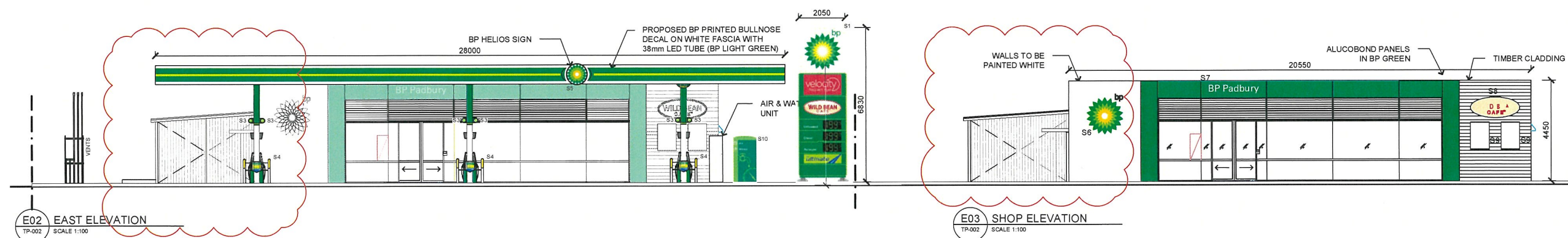
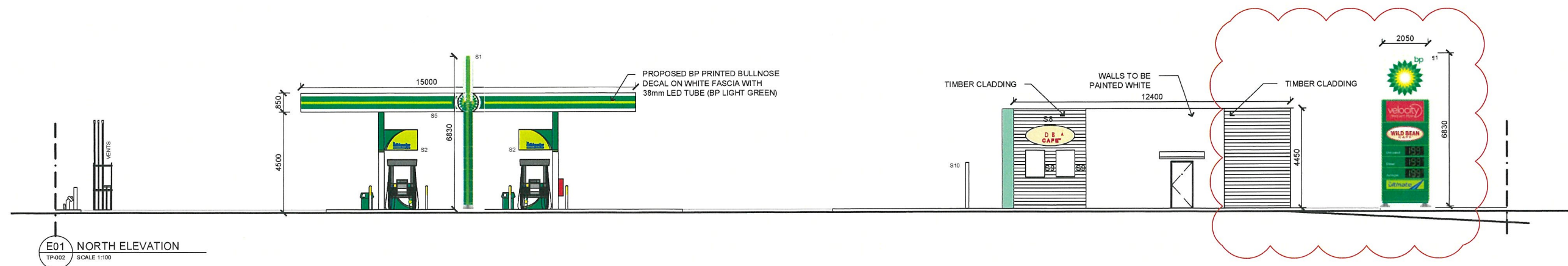
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PLOT: June 8, 2017 8 SAVE: June 7, 2017 11 L:\1315 - BP PADDURY\01 DRAWINGS\1315-TP-002.DWG

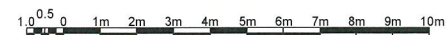
Project
BP PADDURY
WARBURTON AVENUE
PADDURY, WA 6025

Project #	1315	
Scale:	1:100@A1	Design: JB Draft: SS
Discipline:	TOWN PLANNING	
Drawing Title:	PROPOSED SITE PLAN	
Drawing Number:	TP-002	
Revision:	5	

FOR PLANNING



ISSUED FOR DEVELOPMENT APPROVAL							
3RD PARTY	PRINT NAME	SIGN.	DATE	BP	PRINT NAME	SIGN.	DATE
SWITCH	JOBY BALMER		09.06.17				



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Project
BP PADBURY
WARBURTON AVENUE
PADBURY, WA 6025

Project # :	1315
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Scale: 1:100@A1	Design: JB	Draft: MB
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Discipline:	TOWN PLANNING
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Drawing Title:	PROPOSED SITE ELEVATIONS
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Drawing Number:	TP-015
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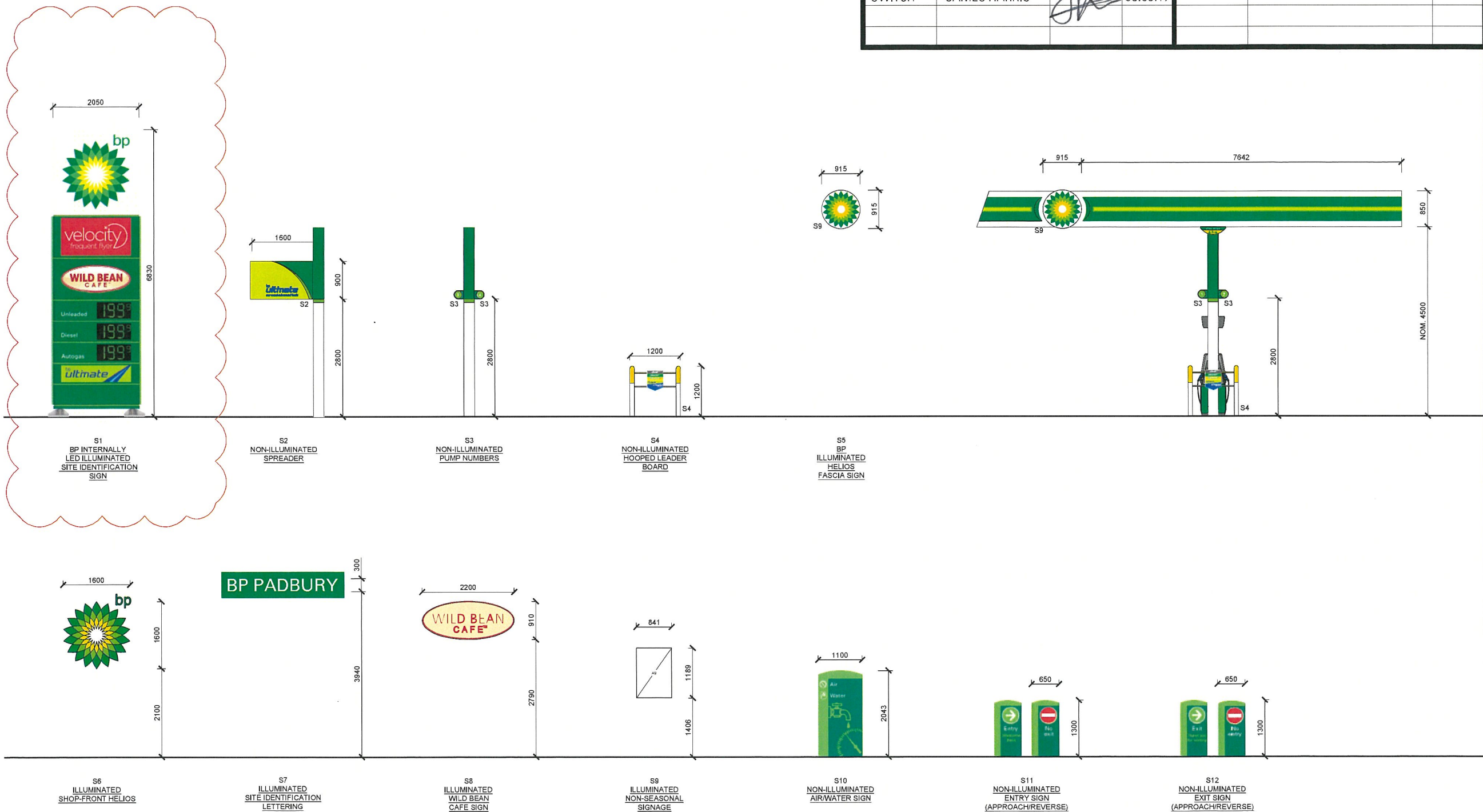
Revision:	3
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ISSUED FOR DEVELOPMENT APPROVAL

3RD PARTY	PRINT NAME	SIGN.	DATE	BP	PRINT NAME	SIGN.	DATE
SWITCH	JAMES HARRIS		08.06.17				

Revision History		
Date	Rev.	Description
17-03-17	0	ISSUED FOR REVIEW
11-04-17	1	ISSUED FOR PLANNING
08-06-17	2	ISSUED FOR PLANNING

FOR PLANNING



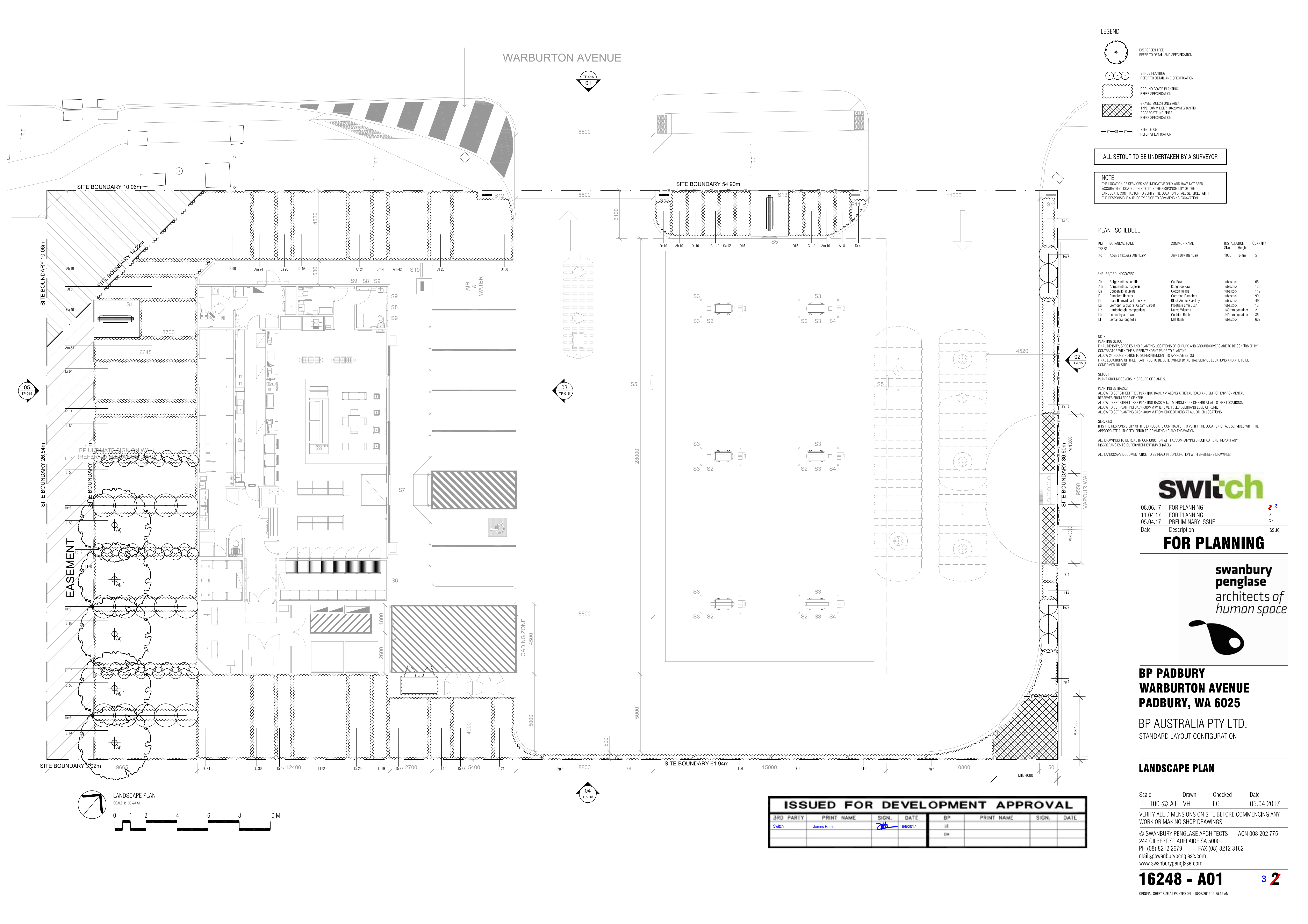
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PLOT: June 8, 2017 11:51:00 AM SAVE: June 7, 2017 11:51:00 AM L:\1315 - BP PADBURY\01 DRAWINGS\1315-TP-016.DWG

Project		
BP PADBURY WARBURTON AVENUE, PADBURY, WA 6025		
Project #	1315	
Scale: N.T.S@A1	Design JH	Draft MB
Discipline:	TOWN PLANNING	
Drawing Title:	PROPOSED SIGNAGE ELEVATION DETAILS	
Drawing Number:	TP-016	
Revision:	2	



Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: www.yourhome.gov.au, and *Energy Smart Homes* at: www.clean.energy.wa.gov.au.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☒ existing vegetation; and/or
- ☒ natural landforms and topography

Does your development include:

- ☐ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- ☐ passive shading of glass
- ☒ sufficient thermal mass in building materials for storing heat
- ☒ insulation and draught sealing
- ☒ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☒ advanced glazing solutions

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ☐ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☒ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☐ natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ☐ water reuse system(s) (e.g. greywater reuse system); and/or
- ☐ rainwater tank(s)

Do you intend to incorporate into your development:

- ☒ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ☐ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☐ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☒ recyclable materials (e.g. timber, glass, cork, etc)
- ☐ natural/living materials such as roof gardens and "green" or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☒ low-VOC products (e.g. paints, adhesives, carpet, etc)

'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- ☐ Yes
- ☒ No

If yes, please indicate which tool was used and what rating your building will achieve:

Not applicable

If yes, please attach appropriate documentation to demonstrate this assessment.

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

Not applicable

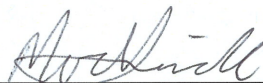
Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

The building is designed to meet energy performance requirements of the Building Code of Australia

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: TPG+Place Match (Mariska van der Linde) Contact Number: (08) 9289 8300

Applicant's Signature:  Date Submitted: 10 May 2017

Accepting Officer's Signature: _____

Checklist Issued: March 2011



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 13395 (193) St Brigids Terrace, Doubleview
Development Description:	Redevelopment of the Existing Doubleview Primary School to Facilitate the Relocation of the International School of Western Australia
DAP Name:	Metro North-West
Applicant:	Department of Education
Owner:	Minister for Education
Value of Development:	\$14.6 million
LG Reference:	DA17/0902
Responsible Authority:	Western Australian Planning Commission
Authorising Officer:	Assistant Director General, Perth and Peel Planning (Department of Planning)
Department of Planning File No:	DAP/17/01213
WAPC File No:	20-50178-2
Report Due Date:	20 July 2017
Application Receipt Date:	12 May 2017
Application Process Days:	69 days
Attachment(s):	1. Location Plan 2. Zoning Plan 3. Development Plans 4. Public Submissions 5. Applicant's Response to Submissions 6. City of Stirling Comments

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/17/01213 and accompanying plans DA.A1 (REV 1), DA.A2 (REV 0), DA.A3 (REV 0), DA.A4 (REV 0), DA.A5 (REV 0), DA.A6 (REV 0), DA.A7 (REV 0), DA.A8 (REV 0), DA.A9 (REV 0), DA.A10 (REV 0), DA.A11 (REV 0), DA.A12 (REV 0), DA.A13 (REV 0), DA.A14 (REV 0), DA.A15 (REV 0), DA.A16 (REV 0), DA.A17 (REV 0), DA.A18 (REV 0) and SK11 (REV B) date stamped 2 June 2017 by the Department of Planning, Lands and Heritage, in accordance with the provisions of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes development approval only and is valid for a period of two (2) years from the date of approval. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
2. A maximum of 350 students shall be accommodated at the school.

3. The school hours are to be coordinated with the co-located primary school to ensure that start, break and finish times do not overlap, to the satisfaction of the Western Australian Planning Commission.
4. All car parking and associated vehicle access areas shown on the approved plans shall be constructed, drained, sealed and marked to the satisfaction of the Western Australian Planning Commission, on advice of the City of Stirling, prior to occupation of the development.
5. Detailed landscaping plans (incorporating vegetation species and sizes, including the location of 82 new trees and trees in car parks, pavement areas and reticulation details) shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Stirling, prior to the commencement of site works. Once approved, the landscaping plans are to be implemented in their entirety.
6. All piped and wired services, plant, equipment and storage areas are to be screened from public view, and in the case of roof mounted plant, screened or located so as to minimise visual impact, to the satisfaction of the Western Australian Planning Commission.
7. A dust management plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Stirling, prior to the commencement of site works. Once approved, the dust management plan is to be implemented in its entirety.
8. The development shall be connected to the Water Corporation's reticulated sewerage system, to the satisfaction of the Western Australian Planning Commission, on advice of the City of Stirling, prior to the occupation of the development.
9. A lighting plan (detailing lighting to buildings, parking and pedestrian areas, including service areas, footpaths, key elements and features of the building and landscape) shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Stirling, prior to the occupation of development. Once approved, the lighting plan is to be implemented in its entirety.
10. A parking and traffic management plan (including details of a 'kiss and drive' facility within Car Park 4) shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, in consultation with the City of Stirling, prior to the occupation of the development. Once approved, the parking and traffic management plan is to be implemented in its entirety.
11. A construction management plan (dealing with noise, waste management, storage of materials, safety and security and protection of street trees and verges) shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, in consultation with the City of Stirling, prior to the commencement of site works. Once approved, the construction management plan is to be implemented in its entirety.
12. All stormwater shall be disposed of on-site to the specification of the City of Stirling and the satisfaction of the Western Australian Planning Commission.

Advice Notes

1. All development must comply with the provisions of the Health Regulations, National Construction Code, Public Building Regulations and all other relevant Acts, Regulations and Local Laws. This includes the provision of access and facilities for people with disabilities in accordance with the National Construction Code.
2. All car parking and associated vehicle access areas are to be constructed in accordance with the relevant Australian Standards.
3. Works within the adjoining road reserves indicated on the approved plans require separate approval from the City of Stirling and will need to be carried out at the applicant's expense. This includes the new vehicle crossovers for which separate approval is required under the Local Government (Uniform Local Provisions) Regulations 1996.
4. This approval does not include the removal or pruning of any existing street trees. The proponent is encouraged to liaise with the City of Stirling regarding a requirement for a verge bond and any obligations imposed via the City's Street and Reserve Tree Policy.
5. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday, and at any time on Sundays and Public Holidays, is not permitted unless such works are undertaken in accordance with a Noise Management Plan approved by the City of Stirling.

Details: outline of development application

Zoning	MRS:	Urban
	LPS:	Public Use - Primary School
Use Class:		International School (kindergarten through to secondary)
Strategy Policy:		N/A
Development Scheme:		N/A
Lot Size:		5.83 hectares
Existing Land Use:		Primary School

Location and Zoning

The subject site is located at Crown Allotment 13395 (193) St Brigids Terrace, Doubleview, which is bounded by St Brigids Terrace to the north, Flamborough Street to the east, Ewen Street to the south and Grand Promenade to the west (refer **Attachment 1 - Location Plan**). The northern half of the site contains the existing Doubleview Primary School, which the subject application seeks to redevelop. The southern half of the site contains an associated school oval (south-west) and construction site (south-east) for the new Doubleview Primary School, which is discussed in the background section of this report.

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS) and Public Use - Primary School under the City of Stirling Local Planning Scheme No. 3 (LPS 3) (refer **Attachment 2 - Zoning Plan**). The surrounding area is characterised by low to medium density residential development with pockets of small-scale commercial, public open space and civic land uses.

Proposed Development

The application proposes to redevelop the existing Doubleview Primary School in order facilitate the relocation of the International School of Western Australia (ISWA) from its current premises in City Beach. The redevelopment works are summarised as follows:

- demolition of various existing buildings and car parking areas;
- retention and refurbishment of two teaching blocks, the school library and multi-purpose covered assembly, canteen, music and art building;
- construction of a new two storey teaching block, health and physical education centre, visual arts building, two transportable buildings and toilet block;
- three off-street parking areas with 80 car bays;
- various landscaping and paving works, including gardens, turfed areas and recreation facilities;
- 2.1 metre high fencing to secure portions of the site; and
- a design capacity of 350 students and 24 staff.

The proposed development plans are included as **Attachment 3 - Development Plans**.

Background

Development Stages and Previous Approval

The relocation of the ISWA to the subject site comprises two development stages:

- Stage 1, which has received development approval, proposes the construction of a new primary school to replace the existing Doubleview Primary School, to be located on the south-east corner of the site; and
- Stage 2, which the subject application relates to, proposes the redevelopment of the existing Doubleview Primary School in order accommodate the ISWA.

At its meeting of 12 December 2016, the Metro North-West Joint Development Assessment Panel (JDAP) resolved to defer consideration of the development application for Stage 1 in order to seek advice from the Western Australian Planning Commission (WAPC) regarding the potential requirement for a structure plan to be prepared for the site. The WAPC subsequently advised that a structure plan was not required.

During the deferral period, the Responsible Authority Report (RAR) was updated to incorporate details of the overall development of the site (Stages 1 and 2), to assist the JDAP in its consideration of the application. The additional information comprised:

- an site plan of Stage 1 and the intended design of Stage 2;
- a traffic assessment that considered the traffic volumes and movements of the overall development;
- a parking plan for the overall development;
- a landscaping plan, demonstrating the ability for the remaining south-western school oval to accommodate a range of sporting activities; and
- details regarding the shared use of the south-western school oval between the ISWA and Doubleview Primary School and projected student numbers.

The JDAP subsequently approved Stage 1 of development at its meeting of 25 January 2017, subject to conditions. Key elements of the approved plans for Stage 1 are as follows:

- five single storey buildings and one two storey building comprising 19 classrooms and associated facilities, administration building, library, staff room and assembly area;
- two off-street car parking areas with 76 car bays and 63 on-street parking bays (comprising existing and proposed bays); and
- a design capacity of 550 students and 46 staff.

While the JDAP's approval related solely to Stage 1, its consideration and decision was based on the overall development of the site, being the co-location of two separate schools with combined capacity for 900 students and 70 staff, a shared oval on the south-west corner of the site and provision of 220 car parking bays. This is confirmed by Footnotes 9 and 10 of the JDAP's previous approval which state:

- "9. *This approval has been granted based on a planning assessment of a total design capacity of 900 students for both the replacement Doubleview Primary School and future international school.*"; and
- "10. *The development of the future international school is subject to a separate application for planning approval, and shall be generally in accordance with the approved drawing: 'International School of WA; Schematic Design; Proposed Site Plan' (SK101 rev.J)''.*

The student capacity and design of the subject application is consistent with the above footnotes. Several key considerations that arise from the subject application have therefore already been deemed acceptable by the JDAP as part of its consideration of Stage 1.

Public Works and Responsible Authority

The buildings and land associated with Stage 2 will remain in the ownership of the Department of Education and initially be leased to the ISWA. The proposed redevelopment therefore constitutes a public work, which is exempt from the need to obtain planning approval under a local planning scheme pursuant to section 6 of the *Planning and Development Act 2005*. In exercising this exemption, however, regard is to be given to the purpose and intent of an operative local planning scheme, orderly and proper planning and the preservation of the amenity of the locality.

Local governments ordinarily have delegation from the WAPC to determine development applications on zoned land under the MRS, however that delegation

does not extend to applications for public works. The RAR for Stage 1 was prepared by the Department of Finance (Building Management and Works), as it has delegation from the WAPC to determine development applications for public primary schools under the MRS. As Stage 2 seeks approval for an international school that will accommodate kindergarten through to secondary school students, it is beyond the scope of the Department of Finance's delegation and the WAPC has therefore prepared the RAR.

Legislation & policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme

City of Stirling Local Planning Scheme No. 3

State Government Policies

Development Control Policy 2.4 - School Sites

Liveable Neighbourhoods 2015 (draft)

Consultation:

Public Consultation and City of Stirling Comments

The MRS does not contain any provisions requiring or relating to public consultation for development applications. Notwithstanding, the City of Stirling (the City) advertised the application for a period of 21 days between 7 June 2017 and 28 June 2017. Letters were sent to landowners within a 100 metre radius of the subject site, a notice was placed on the City's website and signs were along each street boundary of the site. At the conclusion of the advertising period 33 submissions were received, which are included as **Attachment 4 - Public Submissions**. It is noted that one submitter attached all public submissions received in relation to Stage 1 to their submission on the subject application - these submissions have not been included in Attachment 4. The public submissions raise concerns in relation to various aspects of the development, particularly:

- traffic and car parking;
- justification for relocating the ISWA;
- the removal of vegetation from site and the loss of green space;
- the appropriateness of co-locating primary and secondary students on site;
- the purpose for which the land is reserved under LPS 3; and
- various design elements of the proposal.

The applicant's response to submissions received is included as **Attachment 5 - Applicant's Response to Submissions**.

The City's advice in relation to the application is included as **Attachment 6 - City of Stirling Comments**. It is noted that the advice does not explicitly support or object to the proposal. Key issues raised in the City's advice are as follows:

- whether the ISWA is an appropriate land use on land reserved as Public Use - Primary School under LPS 3;
- a perceived shortfall in drop-off and pick-up car bays for parents; and
- the quantity of bicycle parking facilities to be provided.

These issues are addressed in the planning assessment section of this report, while other issues raised by the City have been addressed through conditions of approval.

Planning assessment:

Metropolitan Region Scheme and Local Planning Scheme No. 3

Clause 30 (1) of the MRS requires the WAPC to have due regard to the purpose for which land is zoned or reserved under the MRS, the orderly and proper planning of the locality and the preservation of the amenities of the locality when considering an application for development approval. In this regard:

- an educational establishment is wholly consistent with the purpose of the Urban zone;
- the proposal provides for the continued use of the site for educational purposes;
- the design of the proposal is considered to be of a high standard; and
- appropriate conditions of approval have been recommended to deal with potential impacts to the amenity of the area.

The proposal is therefore considered to be consistent with the requirements of the MRS.

The City has recommended that the appropriateness of the ISWA be considered in the context of the Public Use - Primary School reservation that applies to the site under LPS 3. While it is acknowledged that a secondary school land use does not wholly align with the current reservation of the site under LPS 3, the proposal is considered appropriate and capable of support under the current reservation for the following reasons:

- the design can accommodate 140 secondary school students, which is a relatively small proportion (15.5%) of the 900 combined ISWA and Doubleview Primary School students capable of being accommodated on the overall site;
- the appearance and function of the secondary school component of the development is not fundamentally different to that of the primary school component; and
- the proposal is required to have regard to LPS 3, but is not statutorily bound by it as discussed in the background section of this report.

Development Control Policy 2.4 - School Sites and Draft Liveable Neighbourhoods

Development Control Policy 2.4 - School Sites (DC 2.4) and draft *Liveable Neighbourhoods* contain the WAPC's policy positions with respect to the planning of school sites. As noted previously, the RAR for Stage 1 considered the overall development of the site and included a detailed assessment of the proposal against these policies, concluding that:

- DC 2.4 and the draft Liveable Neighbourhoods are generally intended to be applied in greenfield areas rather than brownfield sites that are constrained by surrounding development;
- neither policy deals specifically with a situation where a public primary school proposed to be co-located with a school such as the ISWA;
- the policies suggest a site area requirement of between 10 to 14 hectares for a combined public primary and secondary school, however this is based on full student populations that are significantly higher than the 900 students the proposal can accommodate; and
- the site is of a sufficient size to accommodate the overall development due to the staggered operating hours of the schools, shared use of the remaining school oval and ability to hold larger sports carnivals at the nearby Bennett Park.

The WAPC agrees with these conclusions and notes that the decision to accommodate two schools on the subject site has already been made through the approval of Stage 1. The subject application for Stage 2 merely seeks to redevelop one of those schools to accommodate a different education provider and the works are considered to align with the provisions of DC 2.4 and the draft *Liveable Neighbourhoods* to the extent they can be reasonably applied to the redevelopment.

Removal of Trees

The application identifies 150 trees with a trunk diameter over 150mm on the northern portion of the subject site where the ISWA is proposed. The design team for the proposal has noted that the retention of endemic trees is a desirable outcome for the project and building and car park layouts have been amended to ensure greater retention of vegetation. Stage 2 of development will require the removal of 76 trees, of which 16 are in poor health, seven are listed on the Department of Education's trees to be used with caution and 35 are a mix of Australian and introduced exotic species. The loss of these trees is intended to be offset by the planting of 82 new trees that have been selected in order to tie in with existing endemic Western Australian species identified on site. A condition requiring the preparation and approval of detailed landscaping plans, including details of the replacement trees to be planted, has been recommended.

Traffic and Parking

Transport Assessment

The RAR for Stage 1 included a detailed assessment of the traffic implications for the site, taking into account the overall development. The transport assessment concluded that the overall development is not expected to have any significant impact on the surrounding road network and the additional traffic generated can be accommodated into the capacity of surrounding roads. A review of the latest version of the transport assessment, which incorporates minor administrative changes following the approval of Stage 1, has been undertaken with the conclusions reached being supported.

The City has recommended that additional parent pick up and drop off bays be provided as part of the development, due to a perceived shortfall. The City's request appears to be based on the assumption that a car bay can only be used by one

vehicle over the duration of the pick-up/drop-off period, whereas the applicant's traffic consultant believes a school car bay has a turn-over rate of approximately 2.5 vehicles per bay. Notwithstanding, the WAPC has not recommended a condition to this effect because the JDAP has previously considered the parking requirements for the overall development and there are limited, if any, appropriate locations for additional parking areas to be provided on site. A condition requiring a parking and traffic management plan has, however, been recommended prepared to ensure the efficient use of parking bays, consistent with the Stage 1 approval.

The ISWA and new Doubleview Primary School are intended to operate with staggered start, break and finish times to assist in mitigating traffic issues and allow shared use of the remaining oval on site. The proposed operating hours of the schools are summarised as follows:

	New Doubleview Primary School	International School of Western Australia
Arrival	From 8:35am	From 8:15am
Start Time	8:50am	8:30am
Recess	11am to 11:20am	10:40am to 11am
Lunch	12:20pm to 1pm	1:10pm to 1:55pm
Finish	3pm	3:30 to 3:45pm

A condition requiring the coordination of school hours across the site to ensure that start, break and finish times do not overlap, has been recommended. Specific times have not been incorporated into the recommended condition, in order to give the applicant some flexibility should school hours need to change in the future.

Bicycle Parking

The development proposes a bicycle parking area with capacity for 28 bicycles, which complies with the Building Maintenance and Works standard of 1 rack or bay for every 15-20 children and 1 rack or bay for every 25-35 to staff. The City has requested a condition that requires the provision of 65 bicycle parking spaces in accordance with its Local Planning Policy 6.2 - Bicycle Parking. While various WAPC policies discuss the need to provide bicycle parking spaces in developments, they do not specify ratios for the number of bays required. The transport assessment that supports the application has assumed 90% of primary and secondary students, and 100% of staff and kindergarten students will arrive at the ISWA by car, leaving approximately 32 students that are expected to walk or cycle to school. The provision of 28 bays is therefore considered supportable and the need for additional bicycle parking spaces could be monitored by the school and easily provided if required in the future.

Works Within Surrounding Road Reserves

The City's advice makes reference to standards that are applicable to various works proposed within the road reserves that surround the site, including on-street parking bays, crossovers and trees. These works require separate approval from the City and a footnote of approval has been recommended to reflect this, consistent with the JDAP's approval of Stage 1.

Discussion of Conditions

The Stage 1 and Stage 2 applications are intrinsically linked and the WAPC has therefore attempted to achieve alignment between the conditions of approval for Stage 1 and the recommended conditions of approval for Stage 2 where possible.

The conditions recommended by the City and the WAPC's responses to each are summarised below:

City's Recommended Condition	WAPC Response
The boundary fencing shall be visually permeable in accordance with the City's Local Planning Policy 2.7 - Streetscapes and shall be finished to a colour that is compatible with the surrounding properties, to the satisfaction of the City.	Condition has not been recommended by the WAPC. The City's submission raises some concerns relating to the colour (black) of the fencing proposed. The fencing proposed is the same as that approved by the JDAP in Stage 1, which has been chosen to blend in with vegetation on site, and relates relatively small portions of the development that are set back from the street.
A minimum of 65 bicycle parking spaces are to be provided on-site, located in accordance with the City of Stirling's Local Planning Policy 6.2 - Bicycle Parking to the satisfaction of the City of Stirling, prior to the completion of the development.	Condition has not been recommended by the WAPC, as discussed in the planning assessment section of this report.
A Traffic Management Plan to the satisfaction of the City of Stirling is required to be submitted by the applicant prior to occupation of the development.	Modified version of this condition has been recommended by the WAPC to align with Stage 1 approval.
A revised landscaping plan, to the satisfaction of the City of Stirling, is to be provided by the applicant demonstrating: a. The planting details of shade trees within the parking area (size and dimension of diamonds or medians); and b. A detailed planting schedule indicating proposed plant numbers.	Modified version of this condition has been recommended by the WAPC to align with Stage 1 approval.
A 'Kiss and Drive' drop off/pick-up drive through facility is to be provided and managed onsite.	This requirement has been addressed through a recommended condition requiring the preparation of a parking

	and traffic management plan, which makes specific reference to a 'kiss and drive' facility the applicant intends to implement in the parallel car bay area shown in Car Park 4.
A Site Management Plan shall be submitted to the City of Stirling prior to commencement of works. The Site Management Plan shall address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.	Modified version of this condition has been recommended by the WAPC to align with Stage 1 approval.
The new on-street car parking bays within the road reserves are to be constructed to the satisfaction of City of Stirling, at the owner's expense prior to the occupation of development.	Modified version of this condition and supporting footnote have been recommended by the WAPC to align with Stage 1 approval.
All parking bays and areas are to comply with Australia Standards AS/NZS2890.1, AS2890.2 and AS/NZS2890.6. The number of disabled car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities).	Condition has not been recommended by the WAPC. These standards are applied through the building licence process and reference to the Australian Standards for car parking has been recommended as a footnote of approval.
Vehicular parking manoeuvring and circulation areas indicated on the approved plan being sealed and drained, all parking spaces being marked out and maintained and in good repair to the satisfaction of the City of Stirling.	Modified version of this condition and supporting footnote have been recommended by the WAPC to align with Stage 1 approval.
All land indicated as landscaped area on the approved plan being developed on practical completion of the building/s to the satisfaction of the City of Stirling. All landscaped areas are to be maintained in good condition thereafter.	A condition requiring the preparation of detailed landscaping plans has been recommended by the WAPC, to align with Stage 1 approval.
The proposed crossover/s shall be designed and constructed in accordance	Condition has not been recommended by the WAPC. A footnote has been

with the City of Stirling's Crossover Policy to the satisfaction of the Manager Engineering Operations.	recommended to advise that applicant that separate approval is required from the City for works within the surrounding road reserves.
Any existing crossovers not included as part of the proposed development on the approved plan are to be removed. New kerbing and verge to be reinstated to the satisfaction of the City of Stirling.	Condition has not been recommended by the WAPC. A footnote has been recommended to advise that applicant that separate approval is required from the City for works within the surrounding road reserves.
Stormwater from all roofed and paved areas to be collected and contained on site.	Modified version of this condition and supporting footnote have been recommended by the WAPC to align with Stage 1 approval.
Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas, to comply with Australian Standards AS/NZS1428/1-2009 (Design for access and mobility - General requirements for access - New building work).	Condition has not been recommended by the WAPC. These standards are applied through the building licence process which has been referred to in a footnote of approval.
Lighting to be provided under all awning, in all parking areas, service areas, off all footpaths, of all entry points and of key elements and features of the building and landscaping.	A condition requiring the preparation of a lighting plan has been recommended, consistent with Stage 1 of development.
Any outside lighting to comply with Australian Standards AS4282-1997 for the control of obstructive effects for outdoor lighting and must not spill into any adjacent residential premises.	A condition requiring the preparation of a lighting plan has been recommended, consistent with Stage 1 of development.

Council Recommendation:

The City has not provided a recommendation on the application, but has recommended conditions for any approval granted by the JDAP. These are discussed above.

Conclusion:

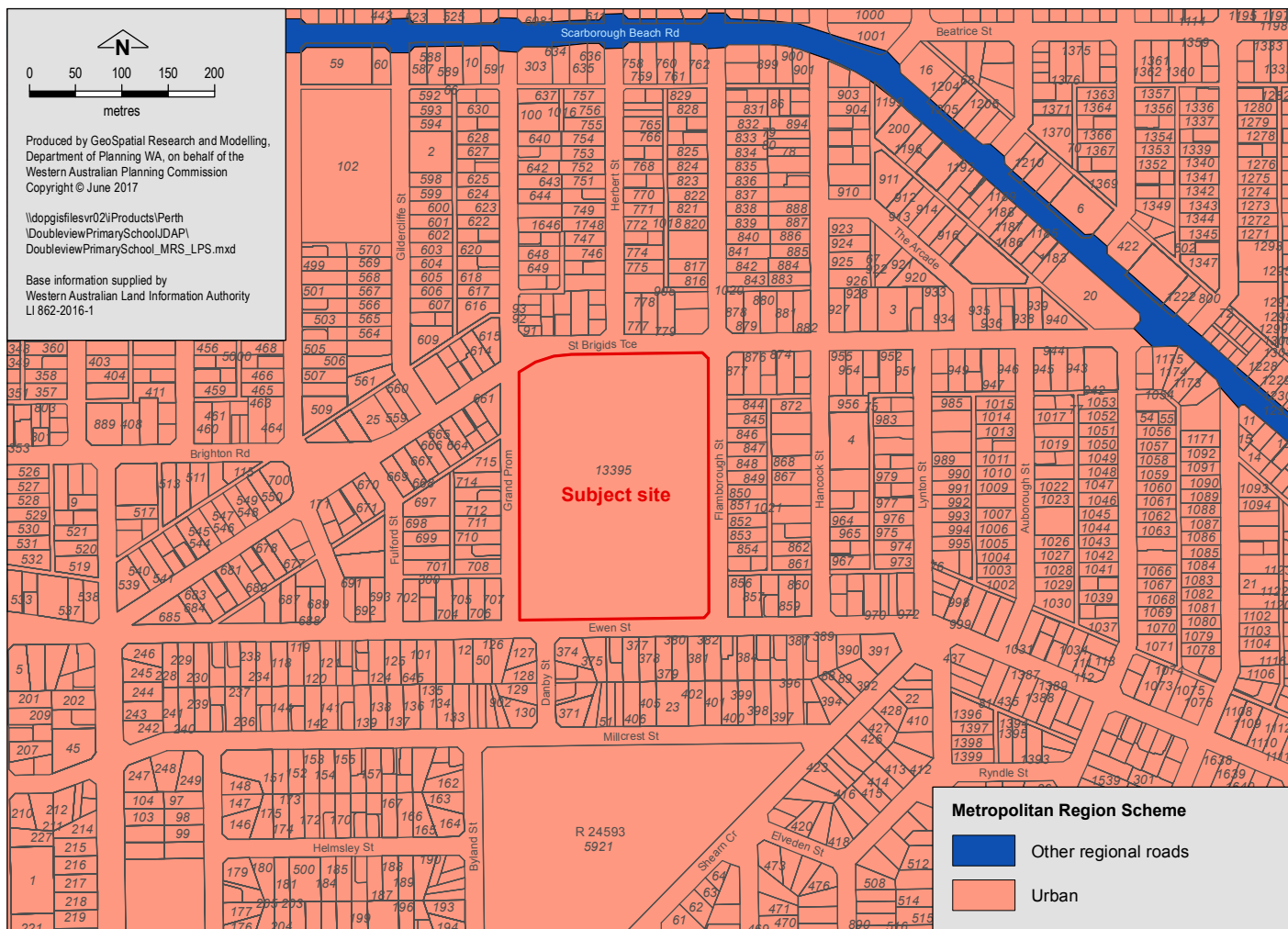
The proposal is consistent with the provisions of the MRS and relevant WAPC policies to the extent they can reasonably be applied. While the development doesn't

wholly align with the reservation of the land under LPS 3, the discrepancy is considered minor and capable of support for reasons discussed in this report. It is therefore recommended that the application be approved, subject to conditions.

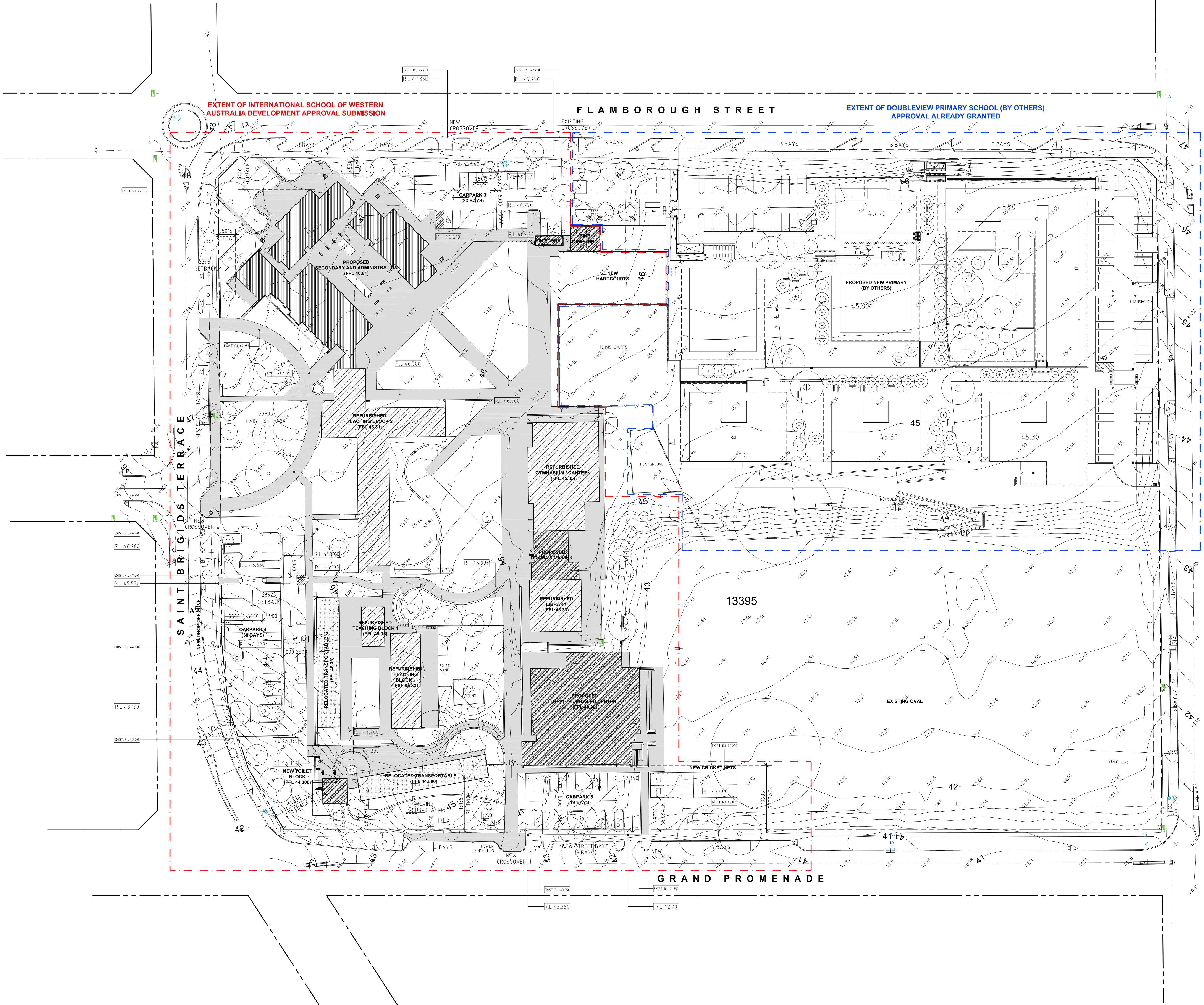
Attachment 1 - Location Plan



Attachment 2 - Zoning Plans



Crown Allotment 13395 (193) St Brigid's Tce, Doubleview



- LEGEND / KEY:
- NEW BUILD
 - EXISTING TO BE REFINISHED
 - RELOCATED TRANSPORTABLES FROM EXIST. ISWA SITE

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FILE
20-50178-2

DATE
02-Jun-2017

1	CARPARK LEVELS ADDED	23/05/17	BQ
0	ISSUED FOR DEVELOPMENT APPROVAL	09/05/17	BQ
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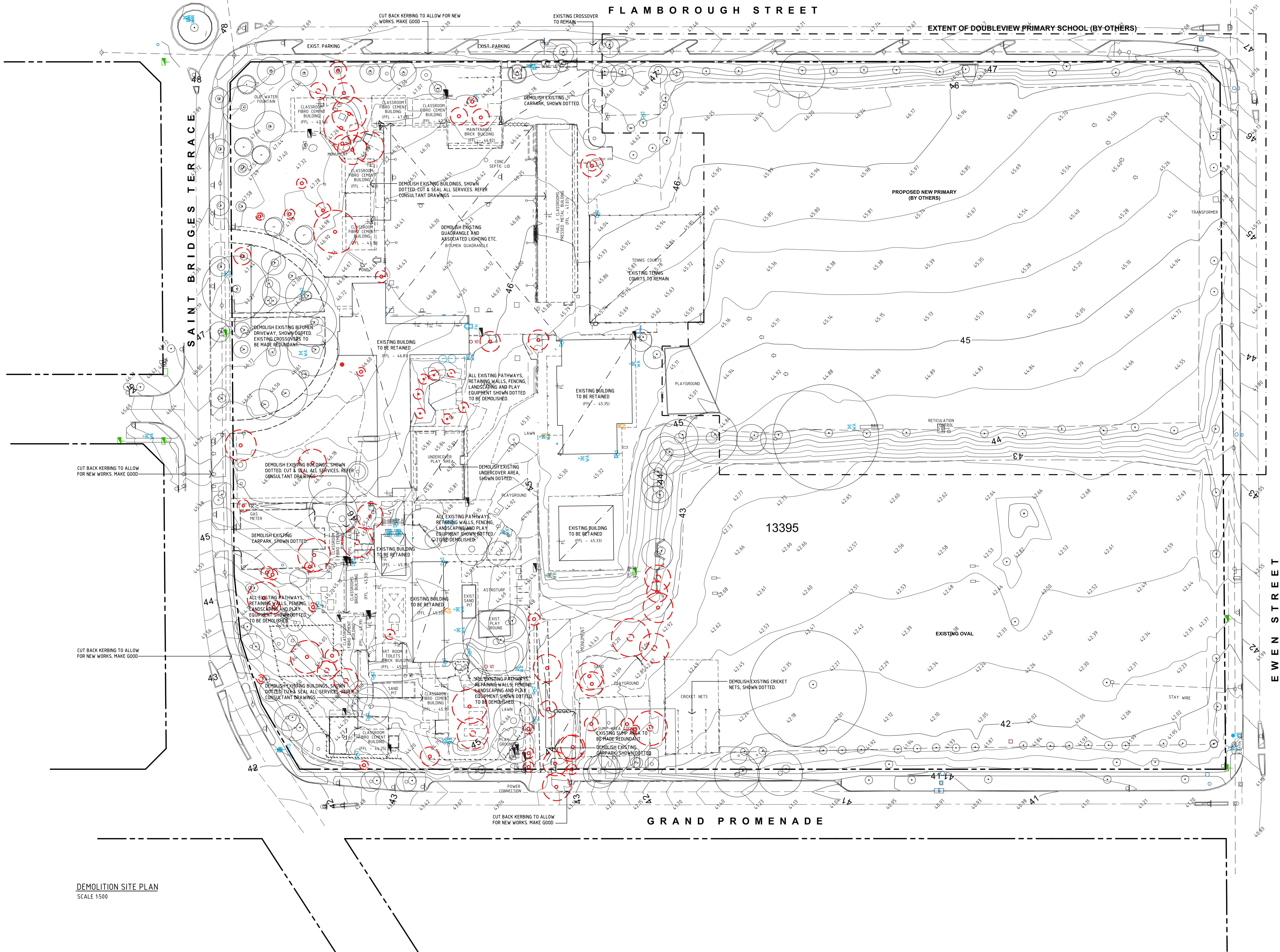
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DOUBLEVIEW
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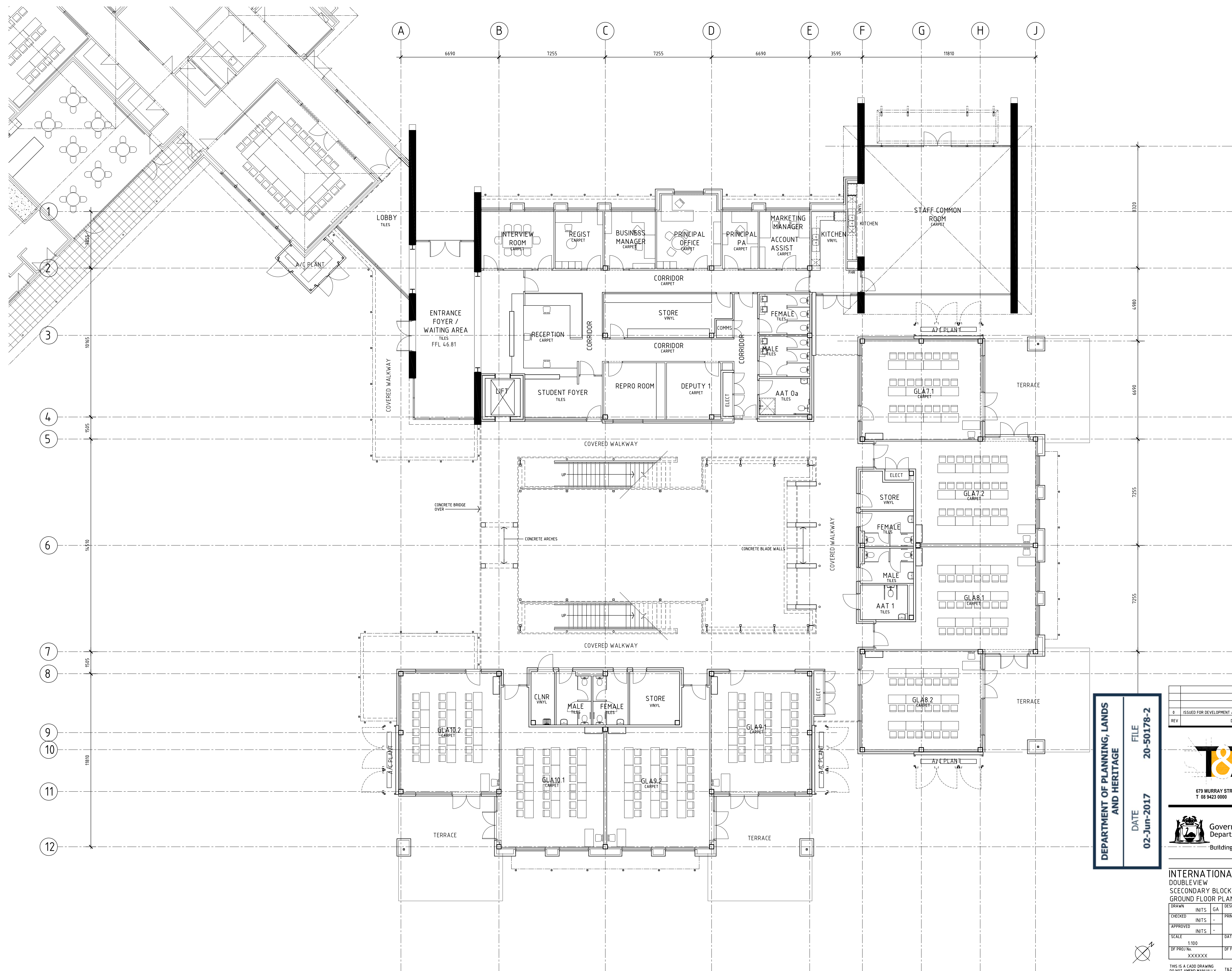
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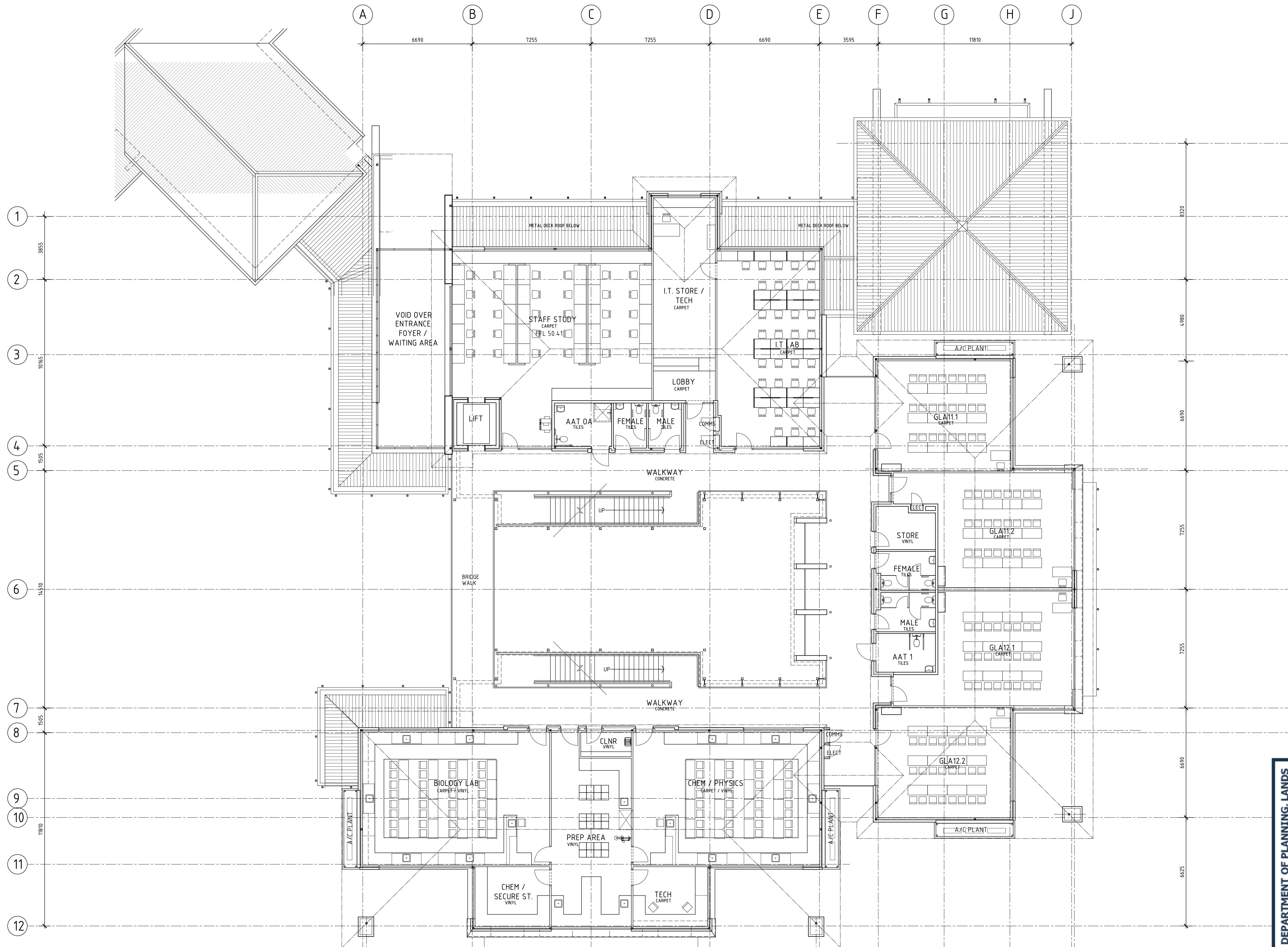
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SECONDARY BLOCK
GROUND FLOOR PLAN

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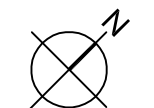
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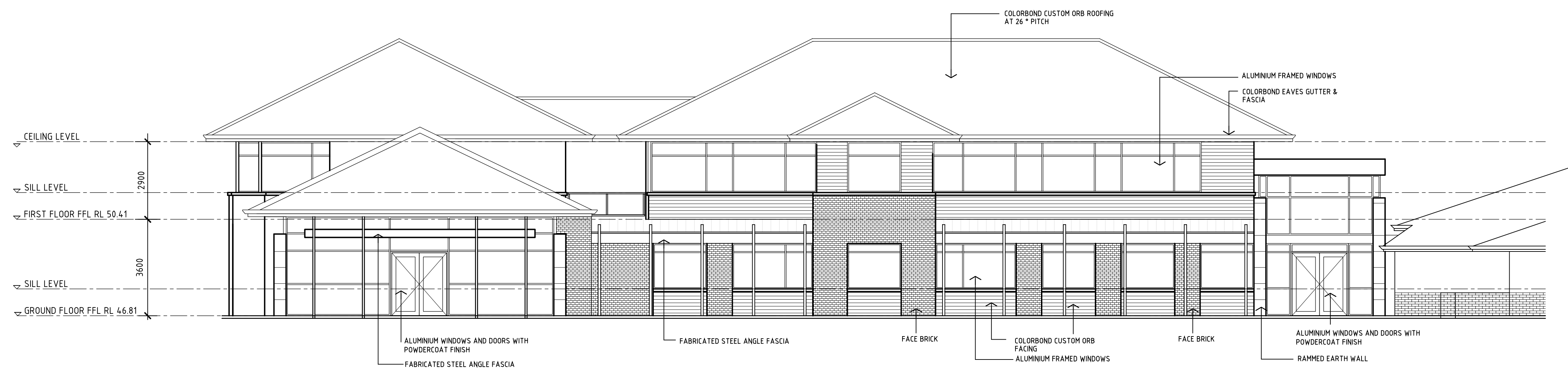
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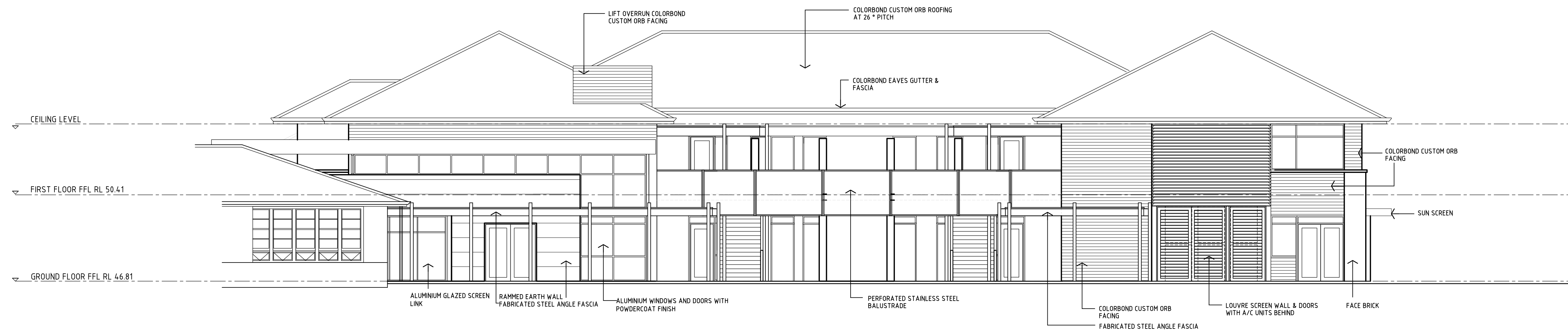
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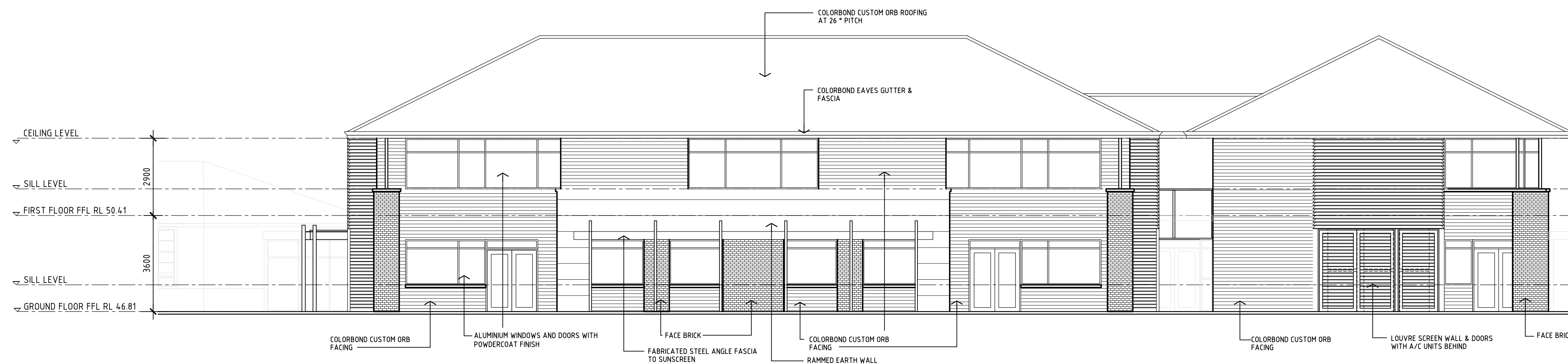




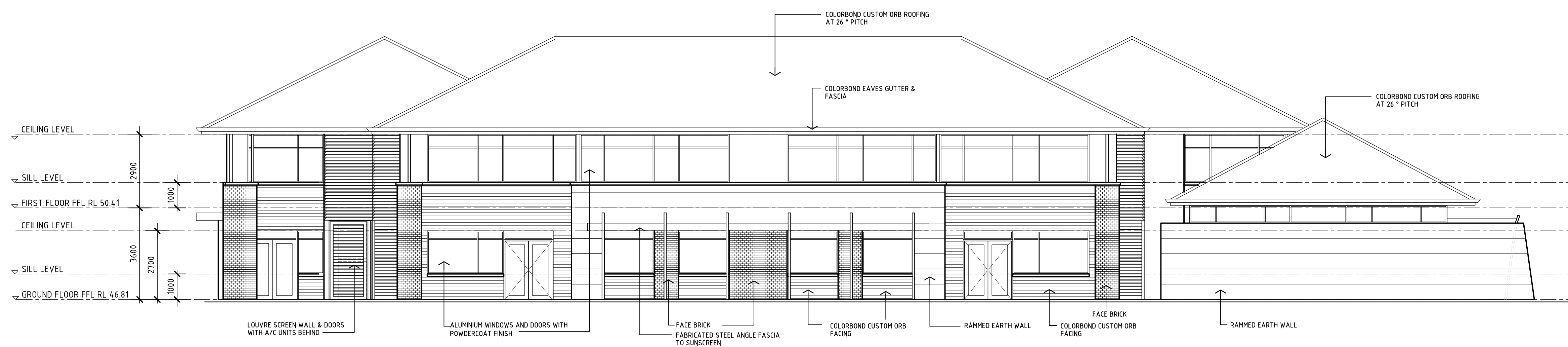
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SOUTH WEST ELEVATION
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SOUTH EAST ELEVATION
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NORTH EAST ELEVATION
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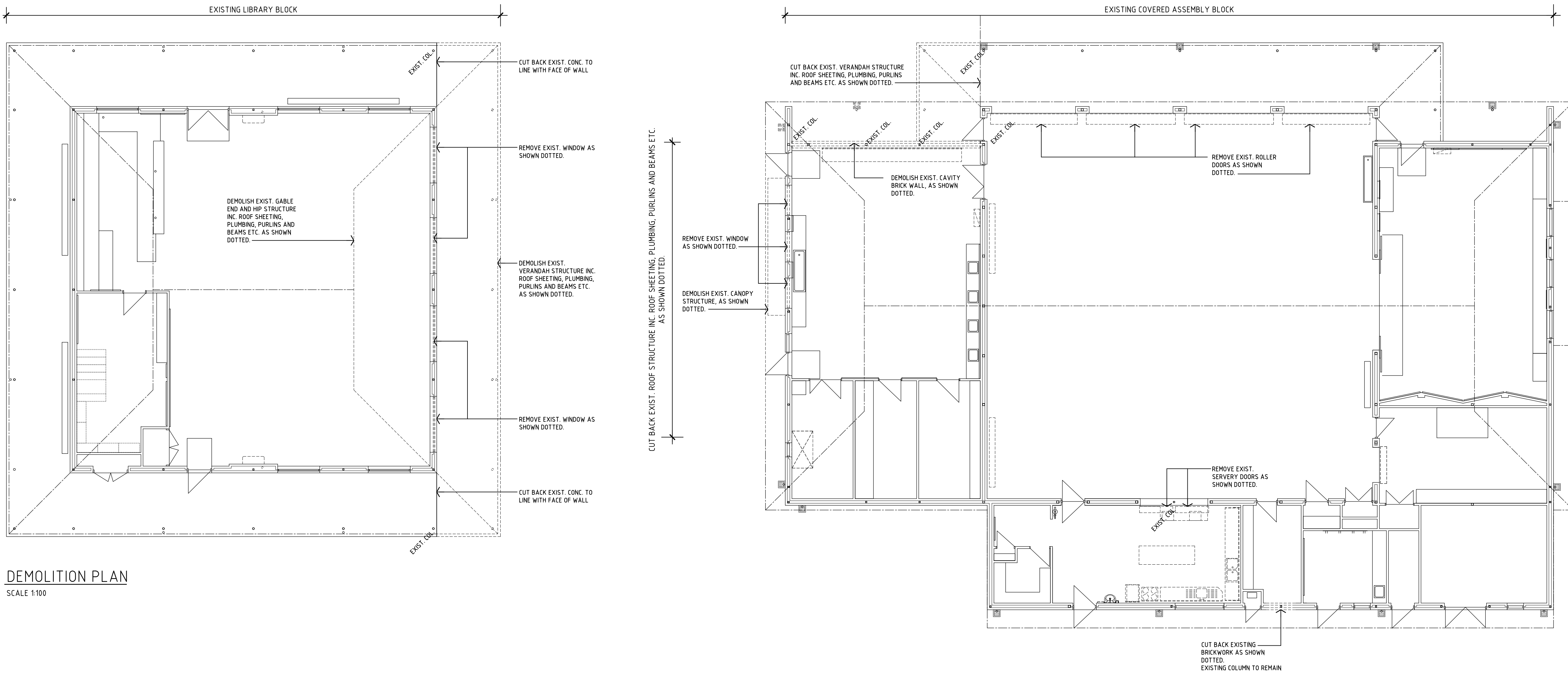
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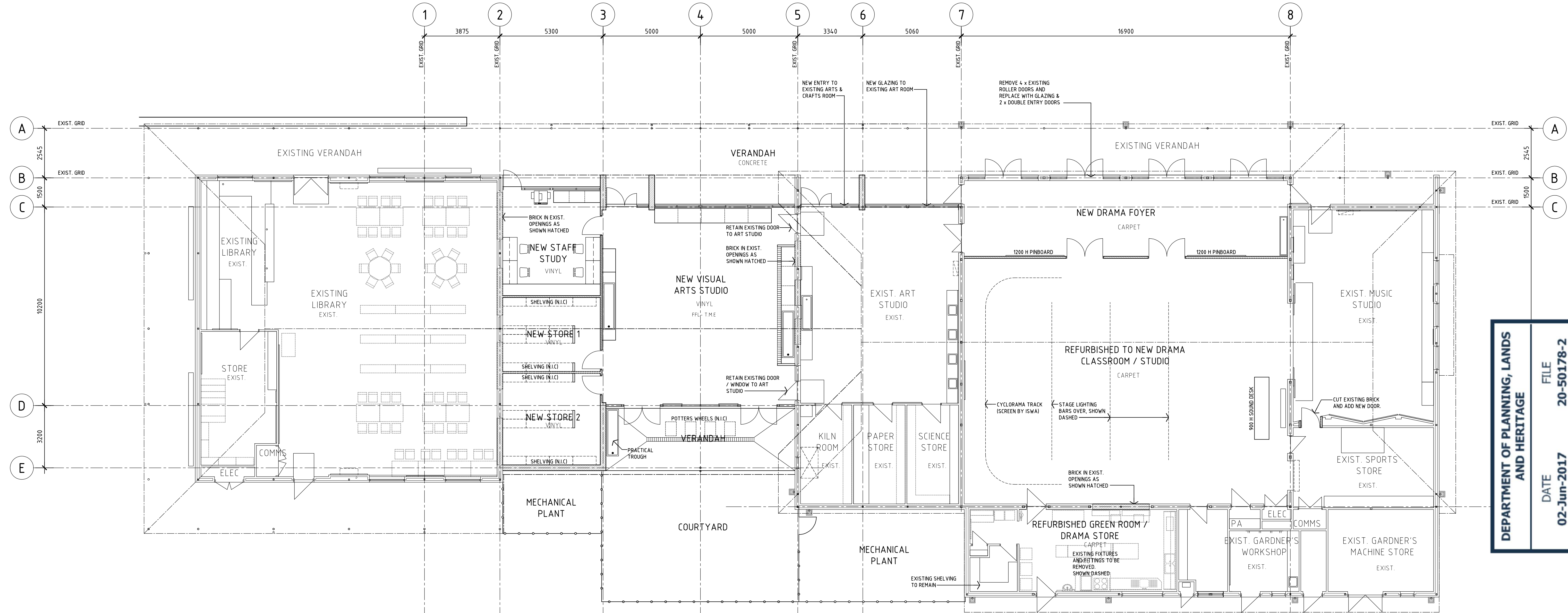
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FLOOR PLAN
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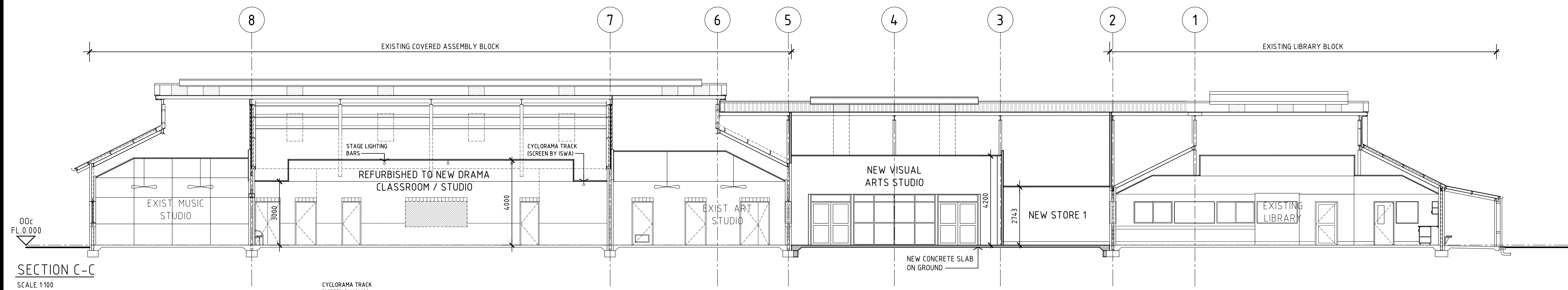
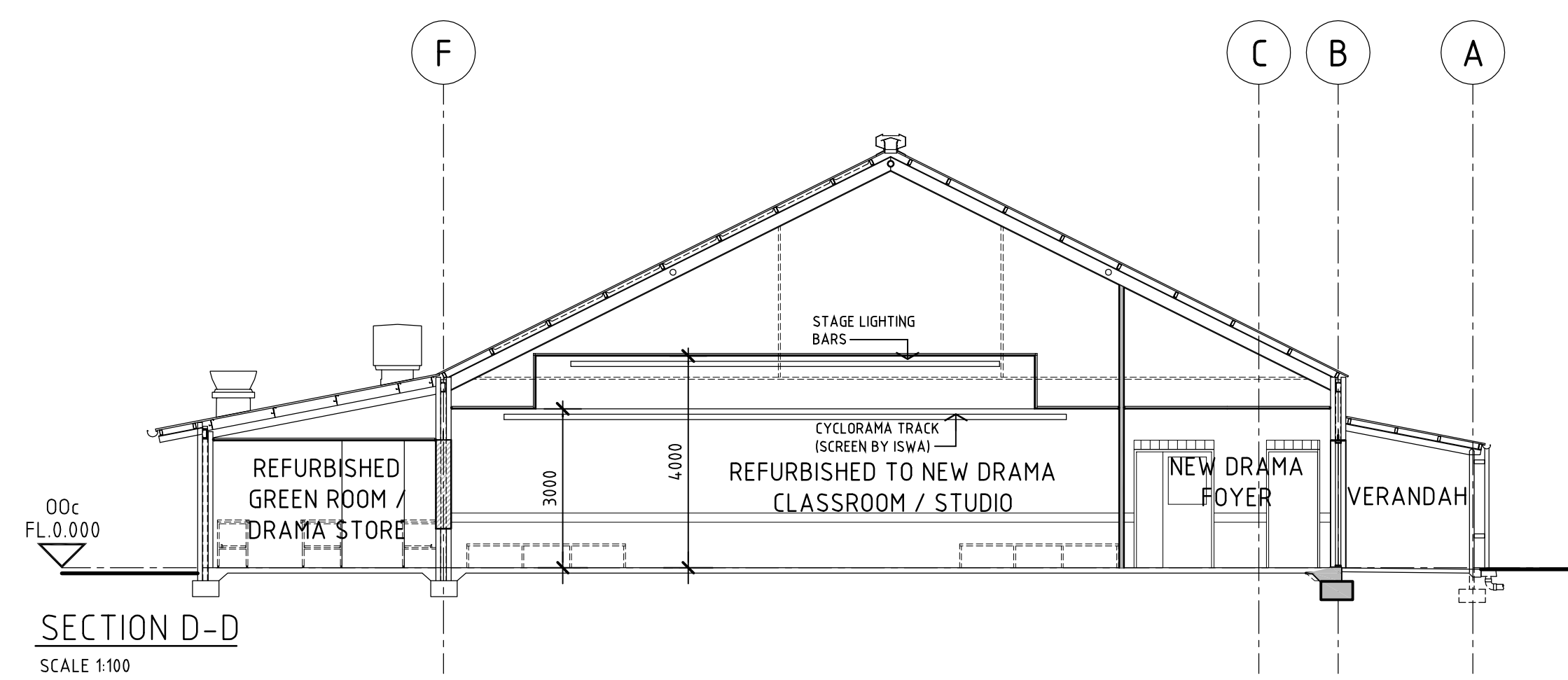
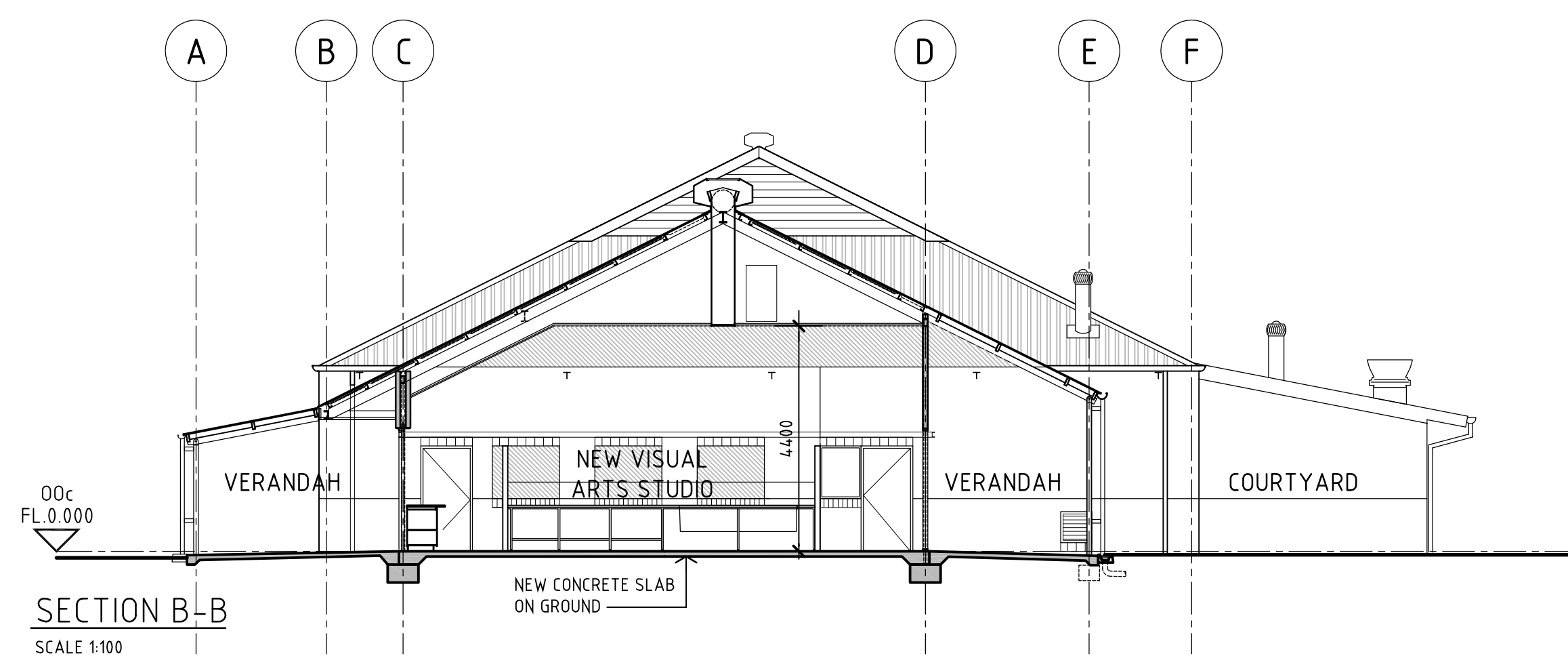
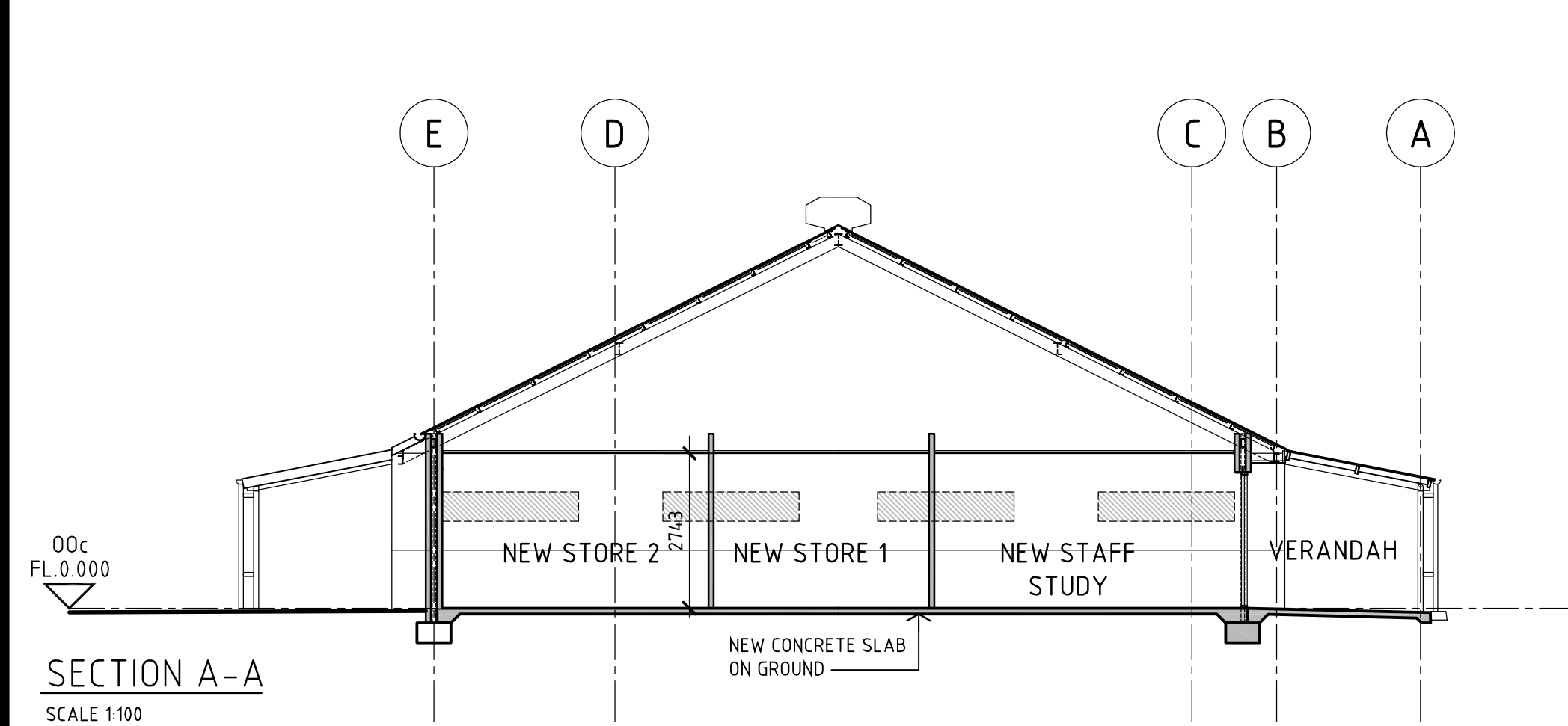
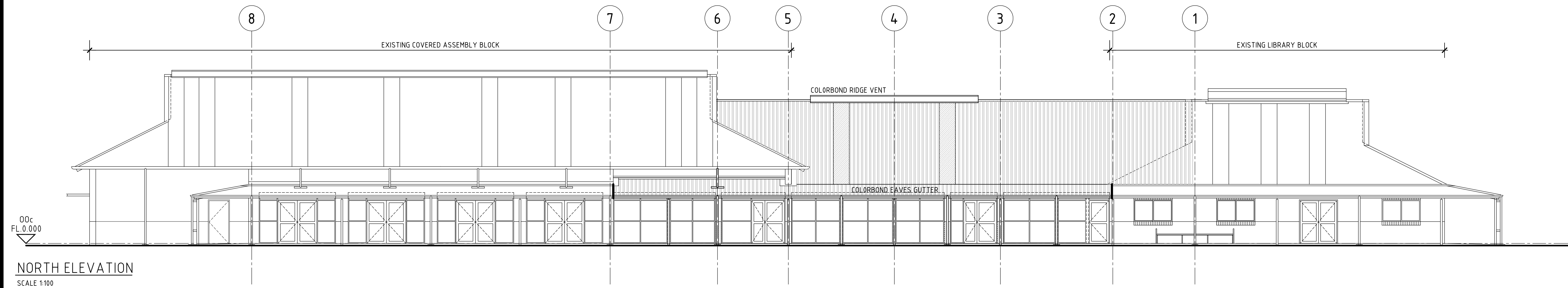
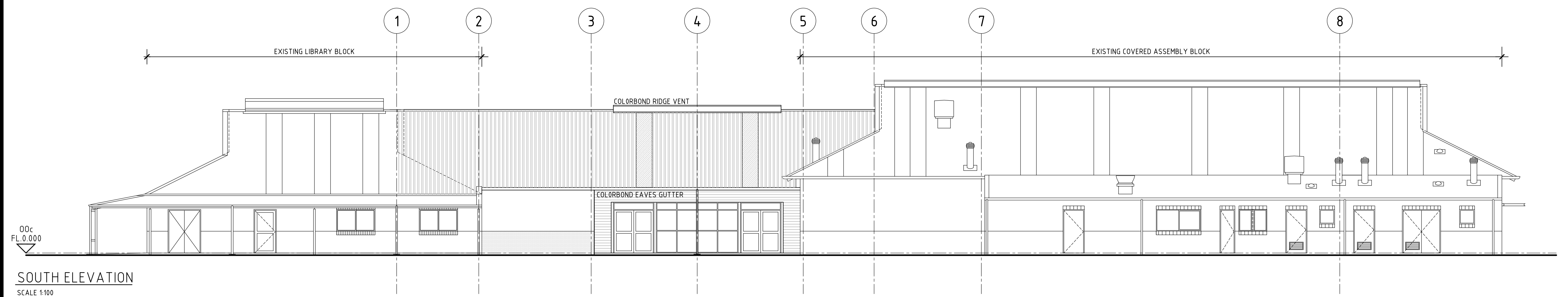
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DOUBLEVIEW
DRAMA / VISUAL ARTS
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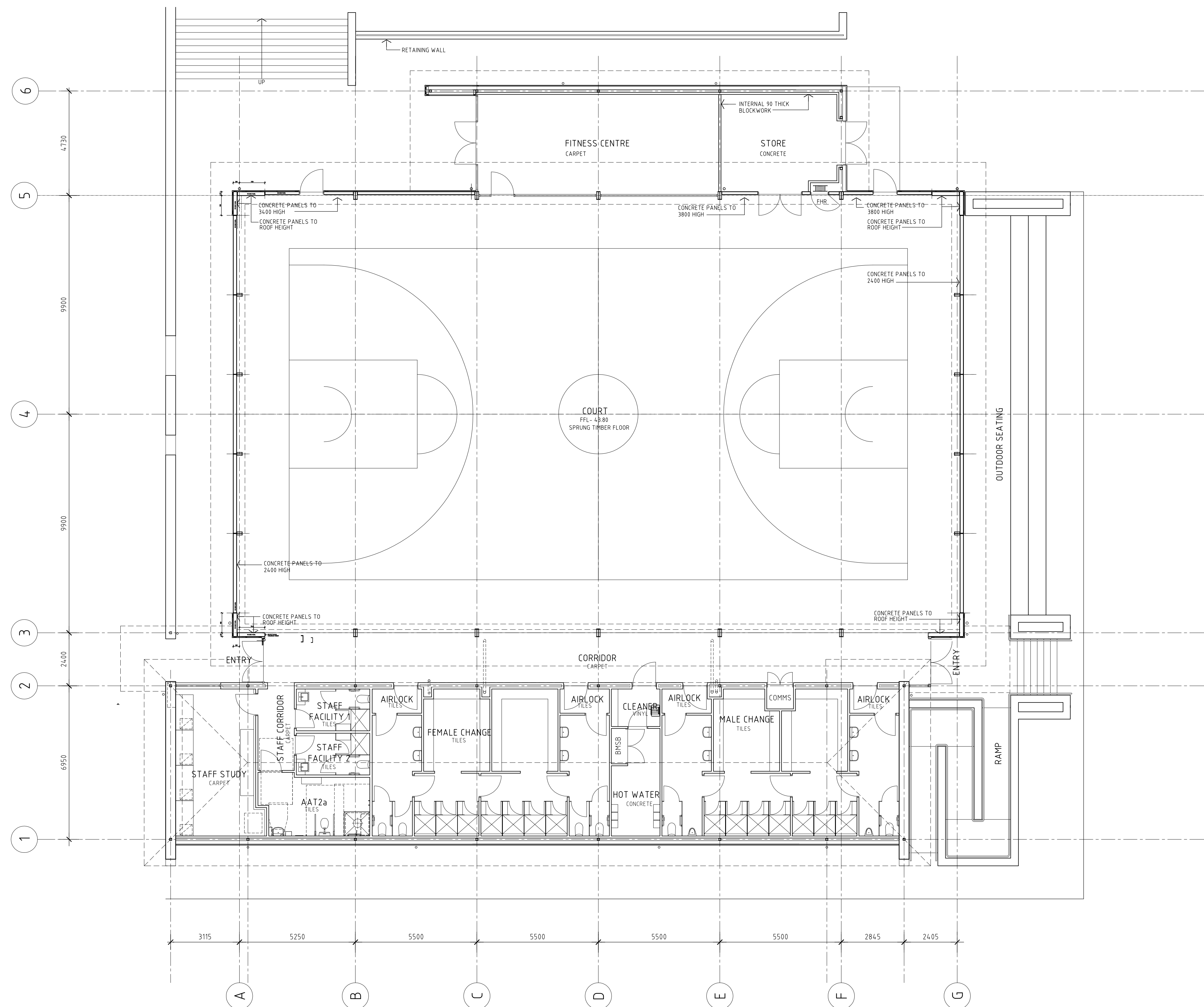
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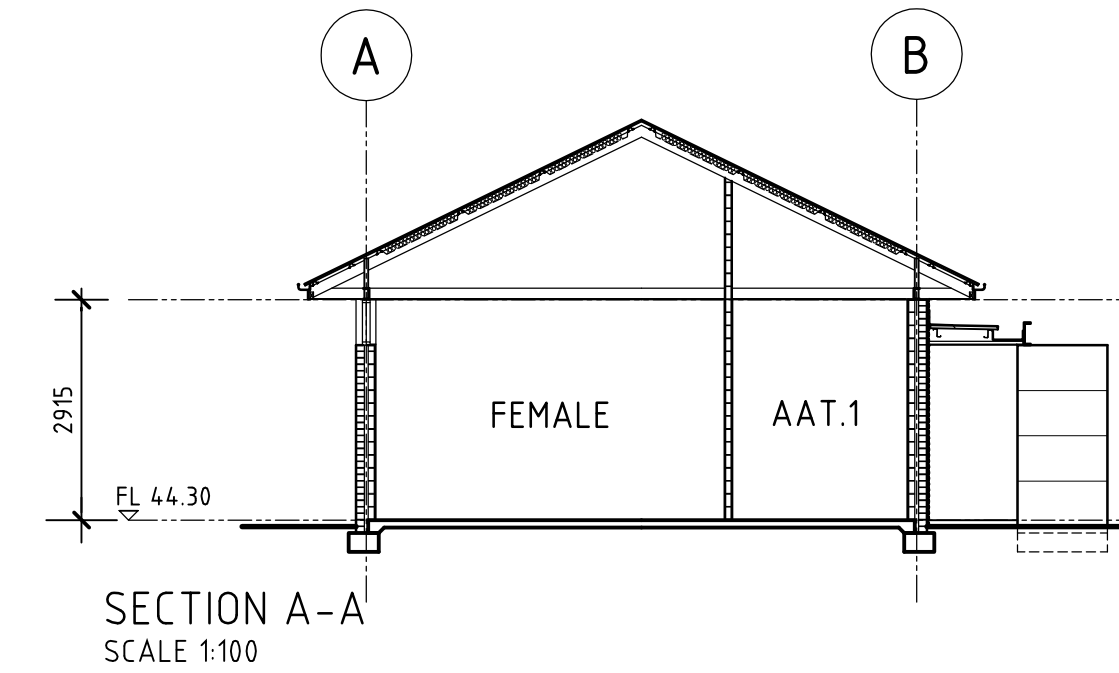
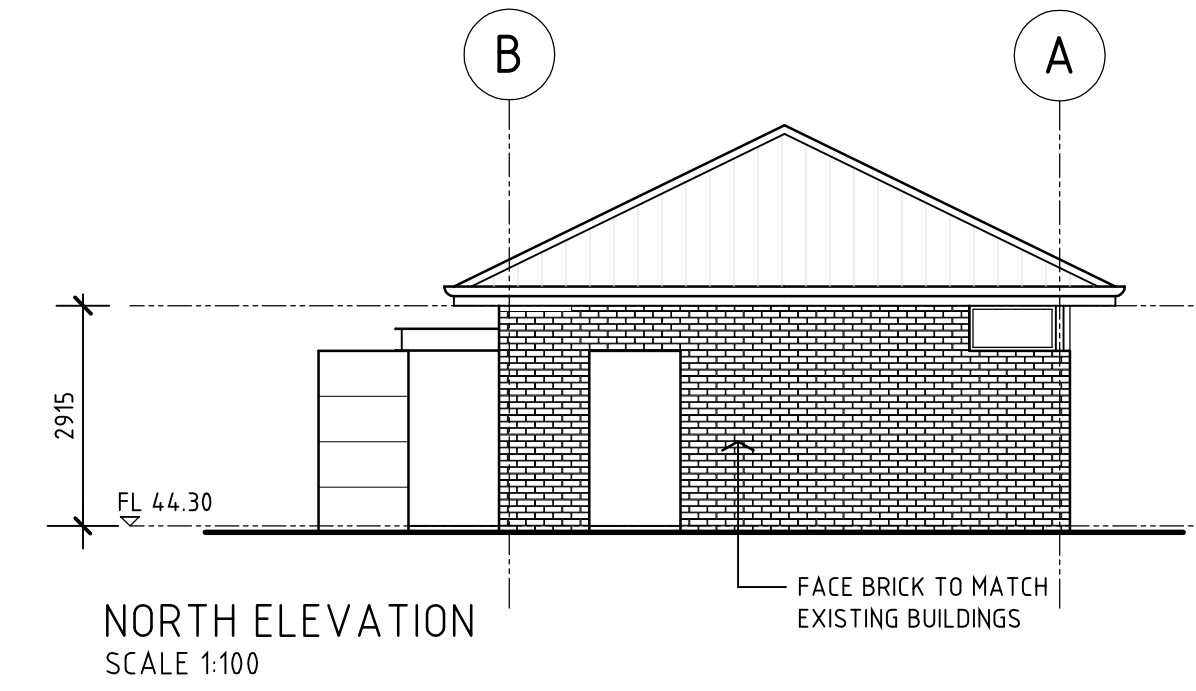
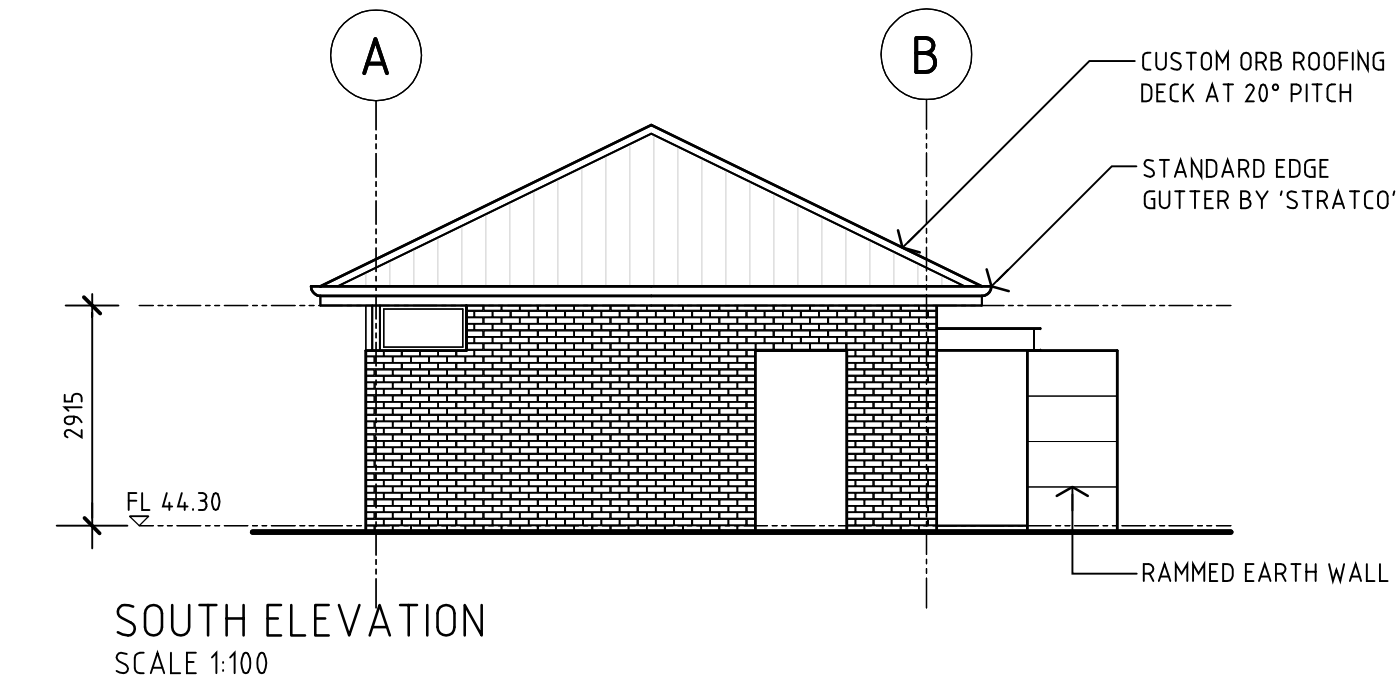
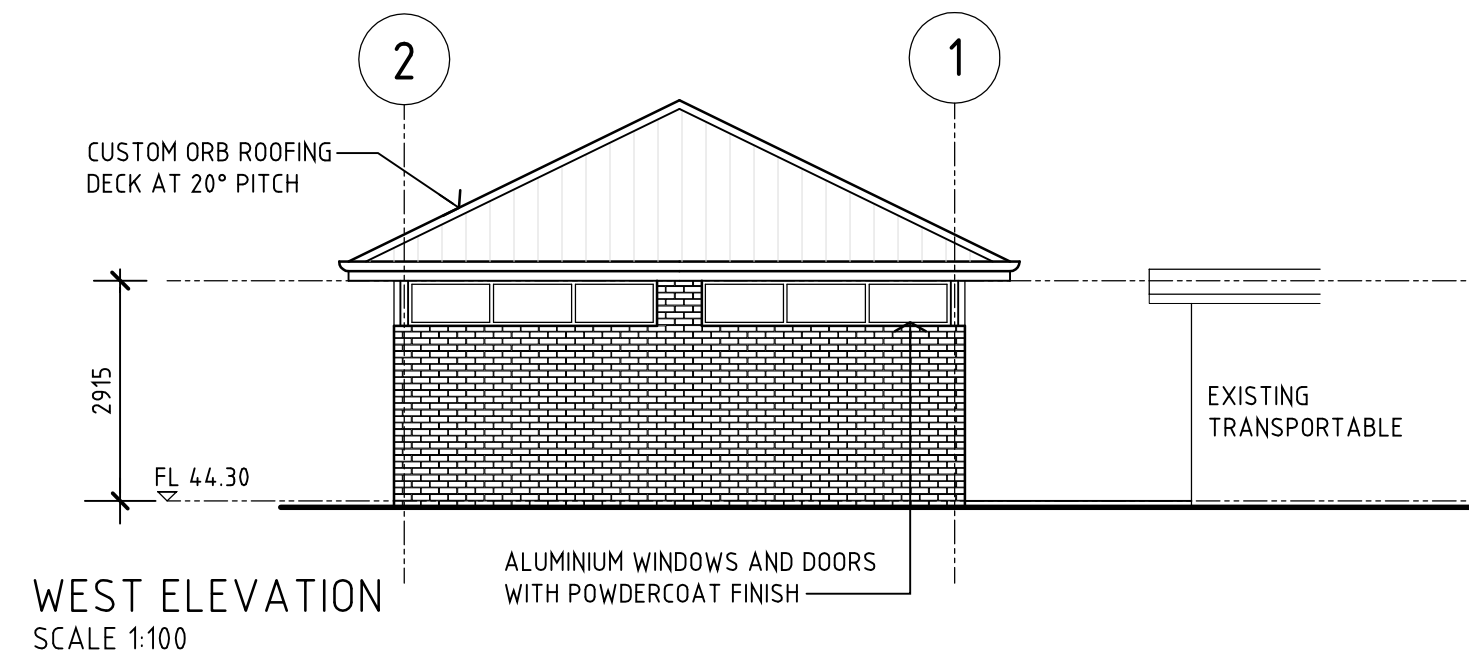
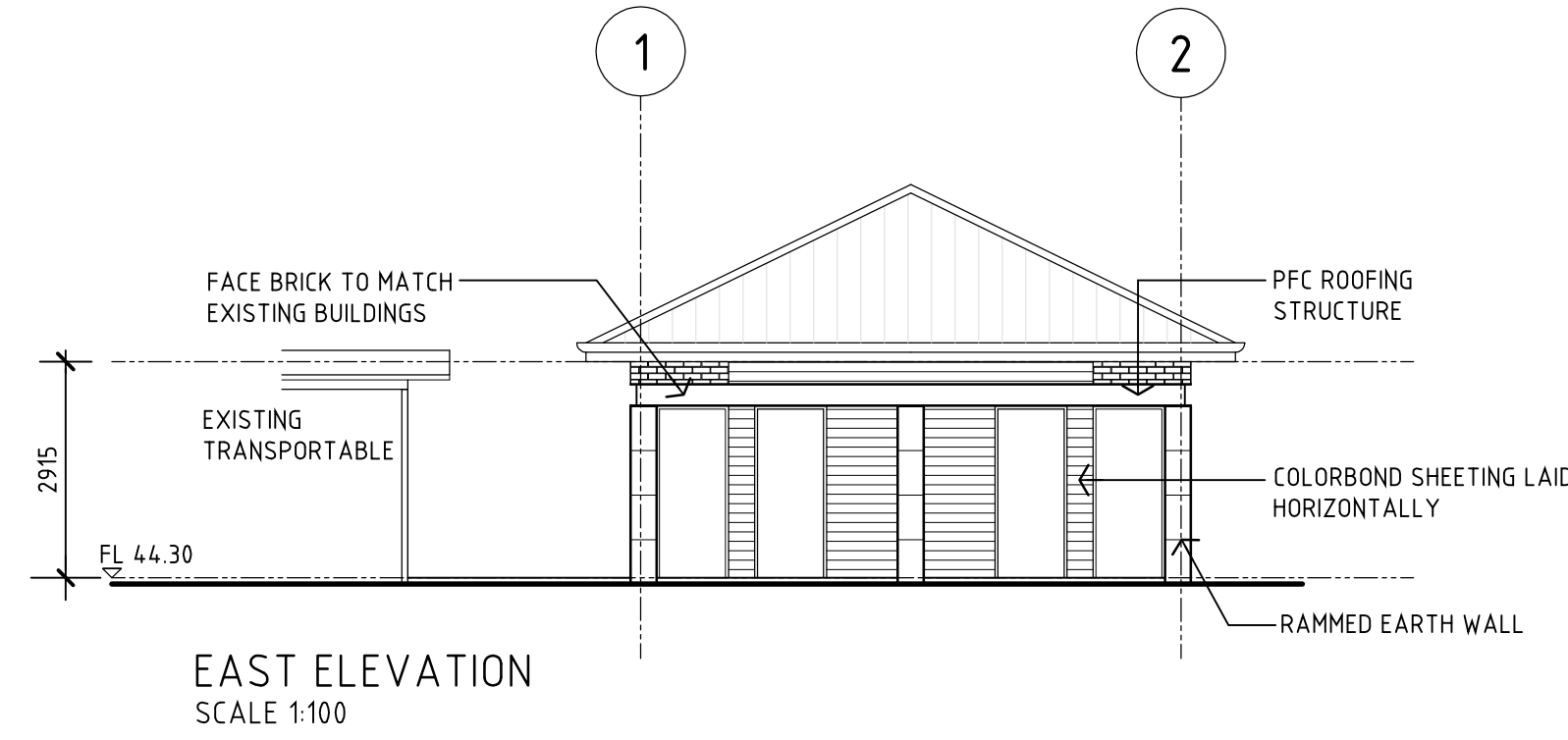
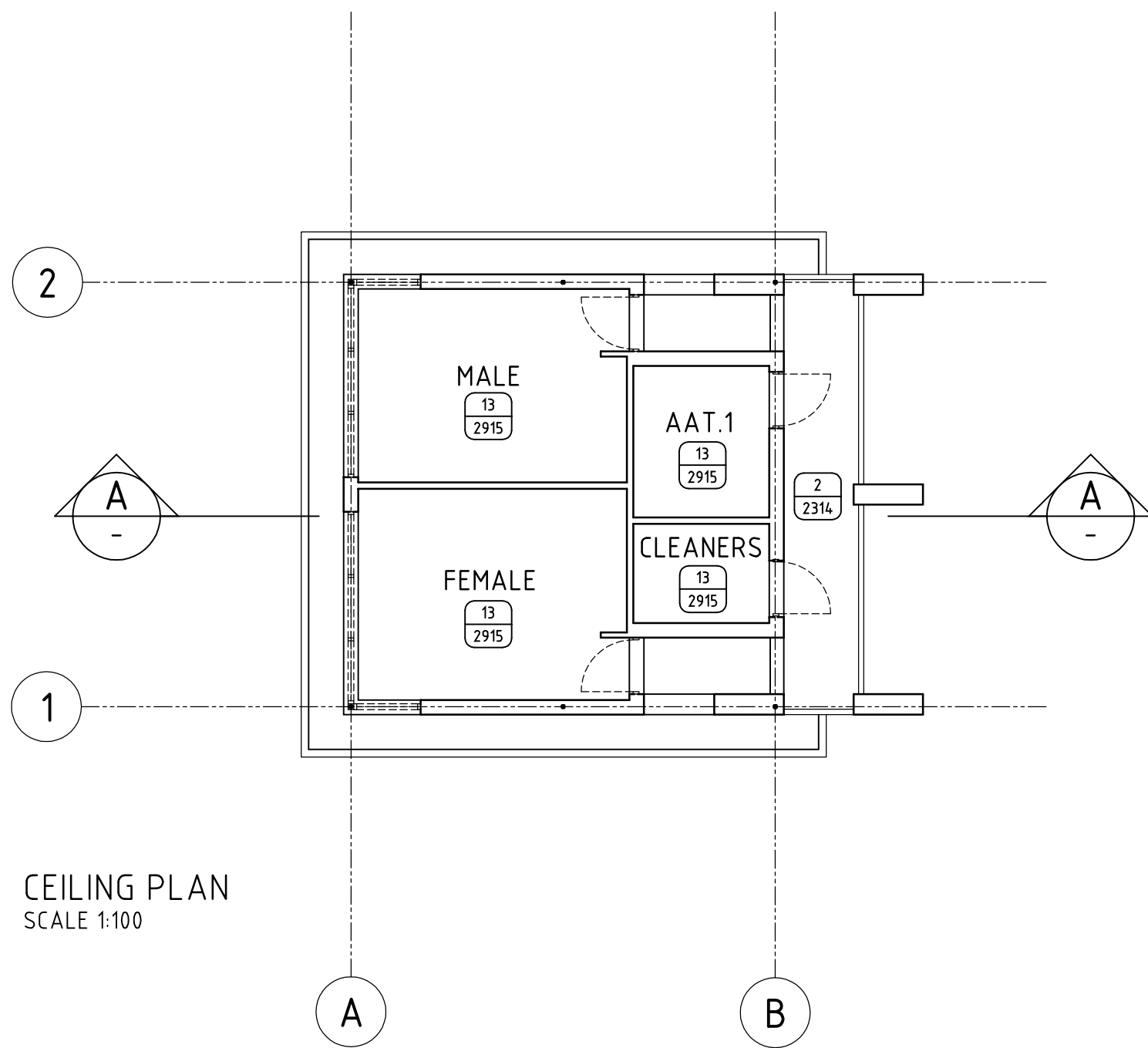
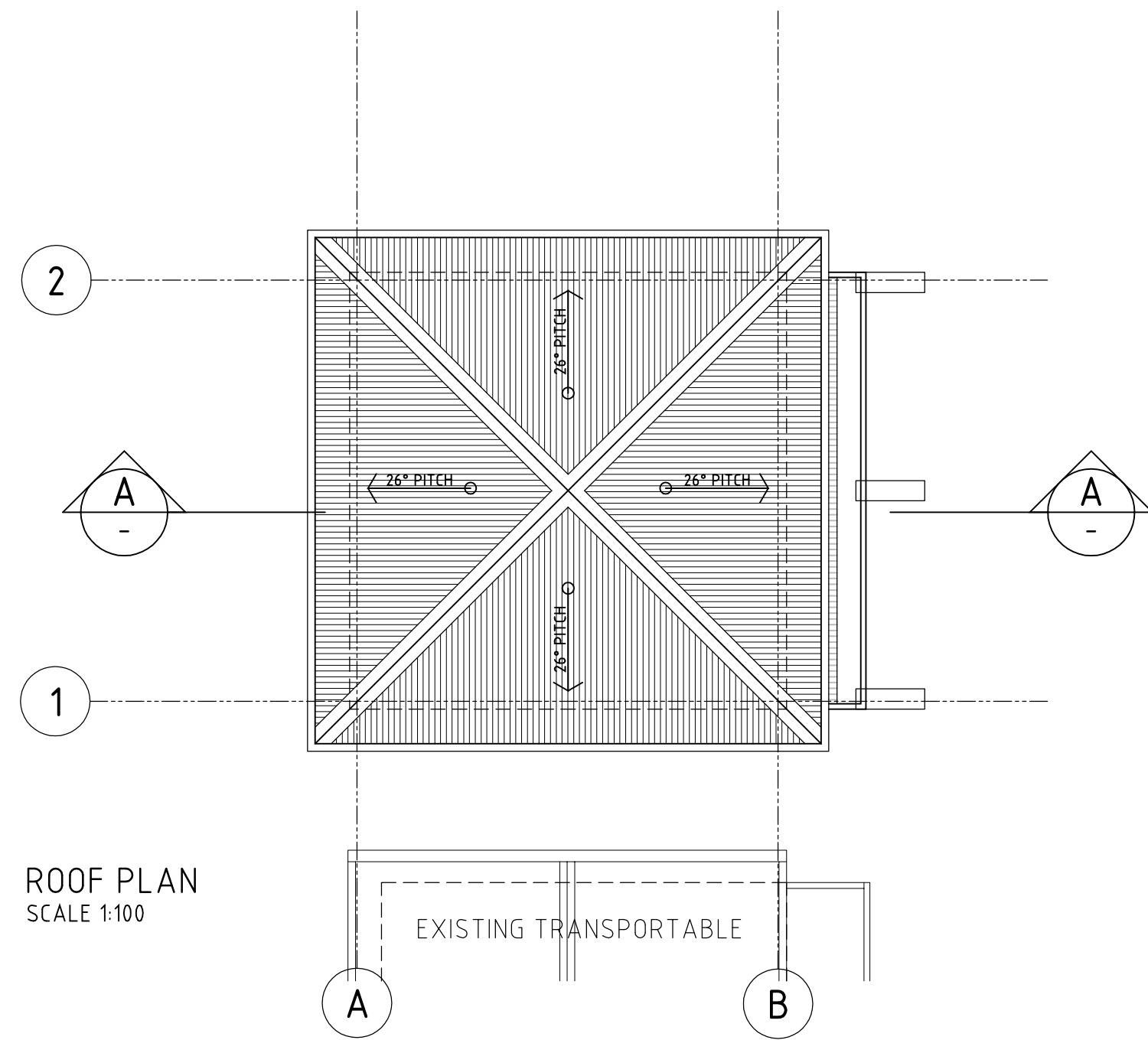
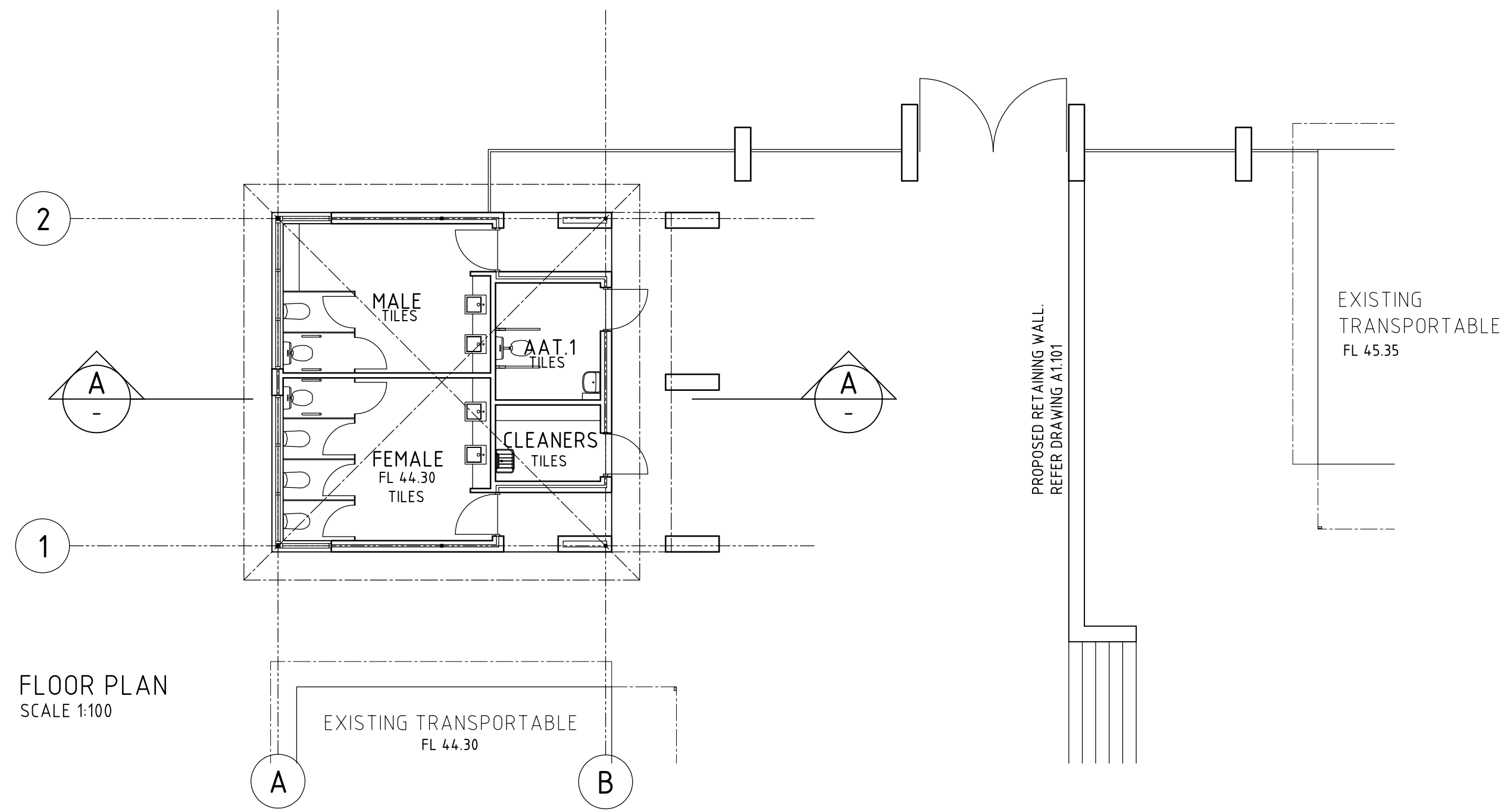
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PHYSICAL EDUCATION CENTRE
FLOOR PLAN

DRAWN	INITS	GA	DESIGNED	PL	PL	REDUCTION
CHECKED	INITS	-	PRINCIPAL			0 25
APPROVED	INITS	-	SIGNATURE			
SCALE	1:100		DATE	05/01/2017	DRAWING No.	
DF PROJ No.	XXXXXX		DF FILE No.	XXXXXXXXXX	DA.A8	0



DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

FILE
20-50178-2

DATE
02-Jun-2017

REV	DESCRIPTION	DATE	APP
0	ISSUED FOR DEVELOPMENT APPROVAL	09/05/17	BG

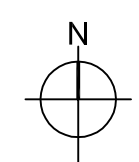


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INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
TOILET BLOCK
FLOOR, ROOF AND CEILING PLAN, ELEVATIONS & SECTION

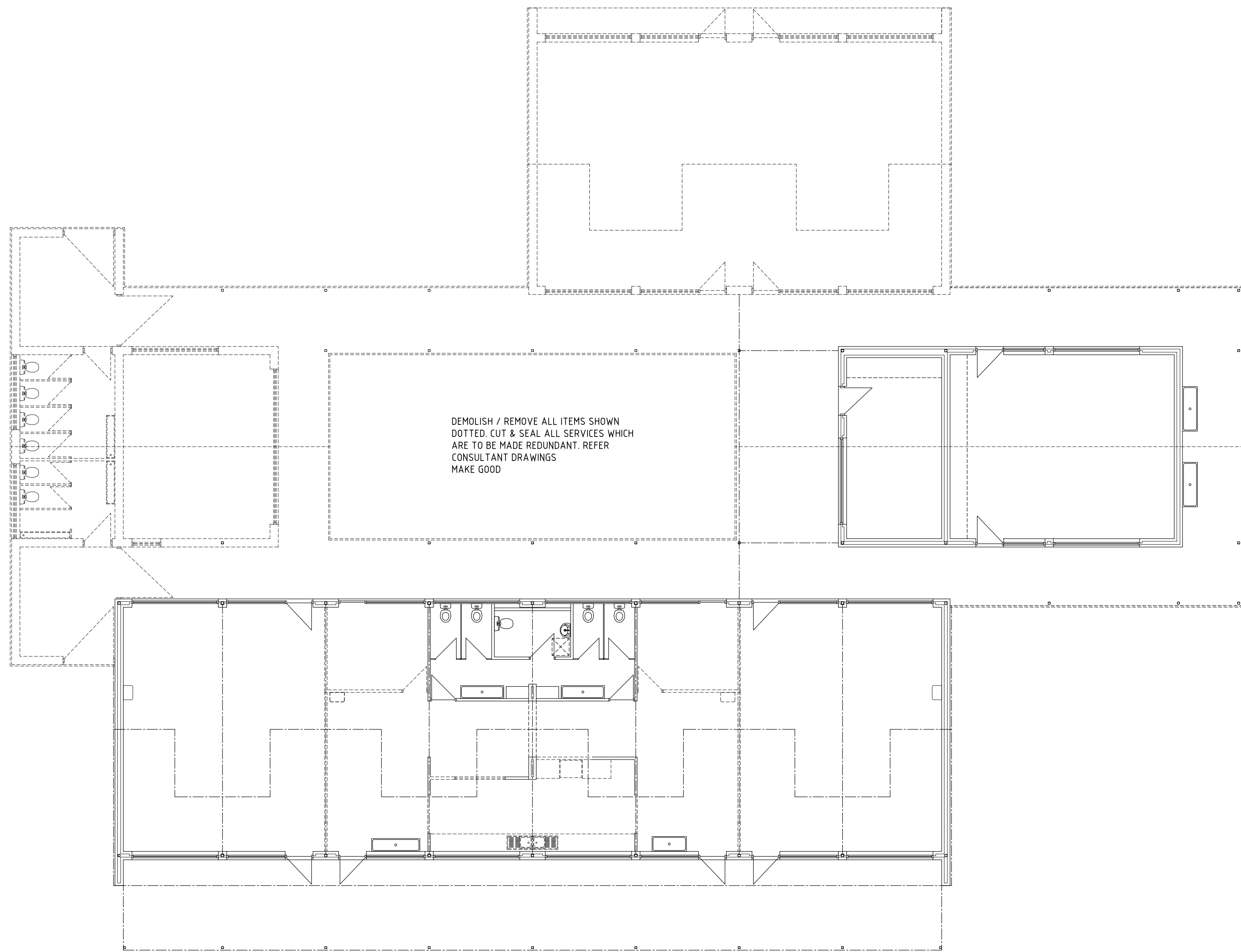
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DF PROJ No.	XXXXXX		DF FILE No.	XXXXXXXXXX		



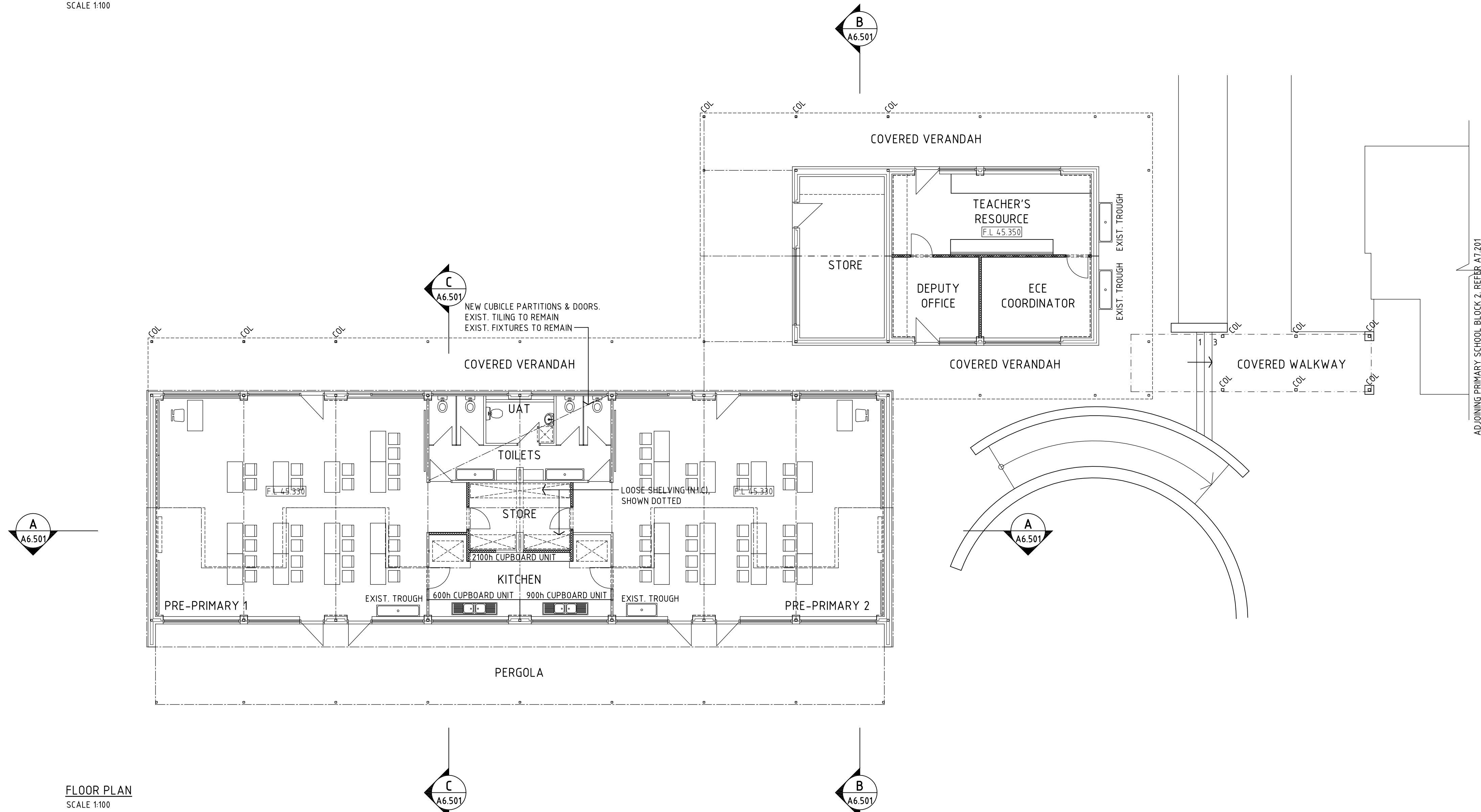
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T&Z JOB No. 417019

DRAWING FILE No. ISWA-DA_A10



DEMOLITION PLAN
SCALE 1:100



FLOOR PLAN
SCALE 1:100

ASBESTOS REMOVAL

ALL ASBESTOS REMOVAL WORK MUST BE CARRIED OUT PROPERLY USING SAFE WORK PROCEDURES AND SYSTEMS OF WORK. THERE IS A DUTY OF CARE THAT ALL REMOVAL OF ASBESTOS CONTAINING MATERIALS IS CARRIED OUT IN ACCORDANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT 1984, THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS 1996 AND PART 9 OF THE CODE OF PRACTICE FOR THE SAFE REMOVAL OF ASBESTOS - 2ND EDITION (NOHSC 2002 (2005)) AND CODE OF PRACTICE FOR THE MANAGEMENT AND CONTROL OF ASBESTOS IN WORKPLACES

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

FILE
20-50178-2

DATE
02-Jun-2017

REV	DESCRIPTION	DATE	APP
0	ISSUED FOR DEVELOPMENT APPROVAL	09/05/17	BQ

T&Z ARCHITECTS

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Government of Western Australia
Department of Finance
Building Management and Works

INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
PRIMARY SCHOOL BLOCK 1
GROUND FLOOR PLAN

DRAWN	INITS	GA	DESIGNED	PL	PL	REDUCTION
CHECKED	INITS	-	PRINCIPAL			
APPROVED	INITS	-	SIGNATURE			
SCALE	1:100		DATE	05/01/2017		DRAWING No.
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T&Z JOB No. 417019

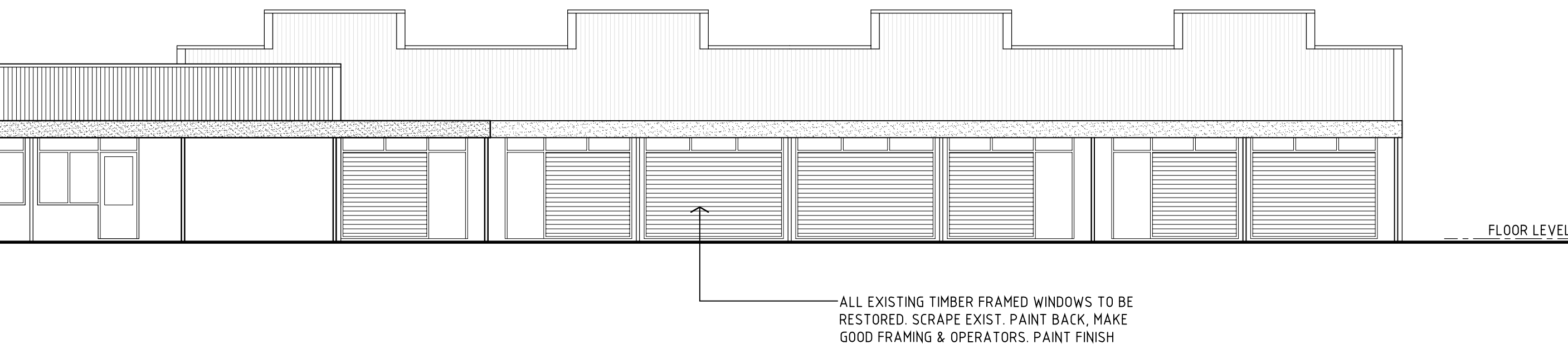
DRAWING FILE No. ISWA-DA_A11



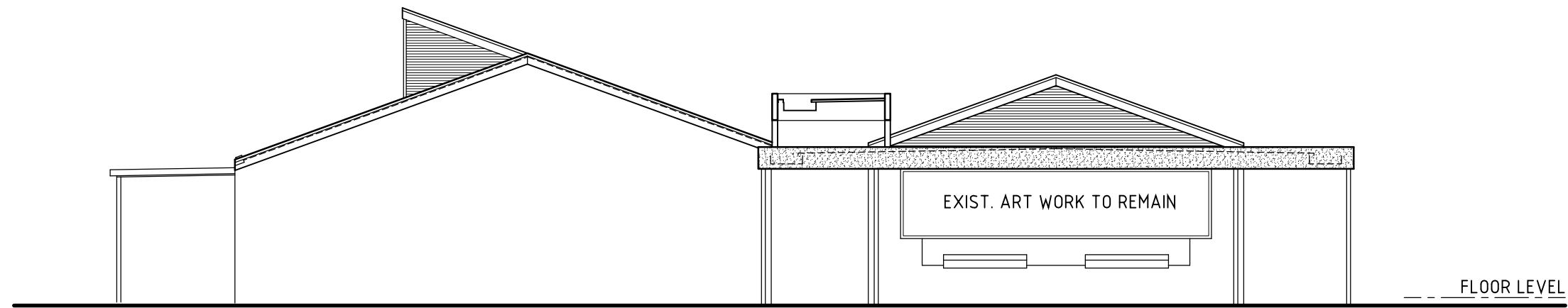
SOUTH ELEVATION
SCALE 1:100



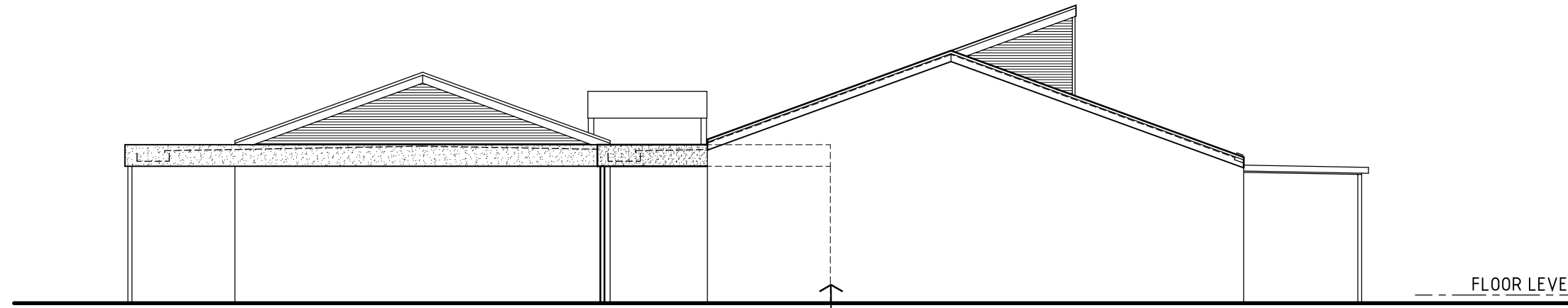
NORTH ELEVATION
SCALE 1:100



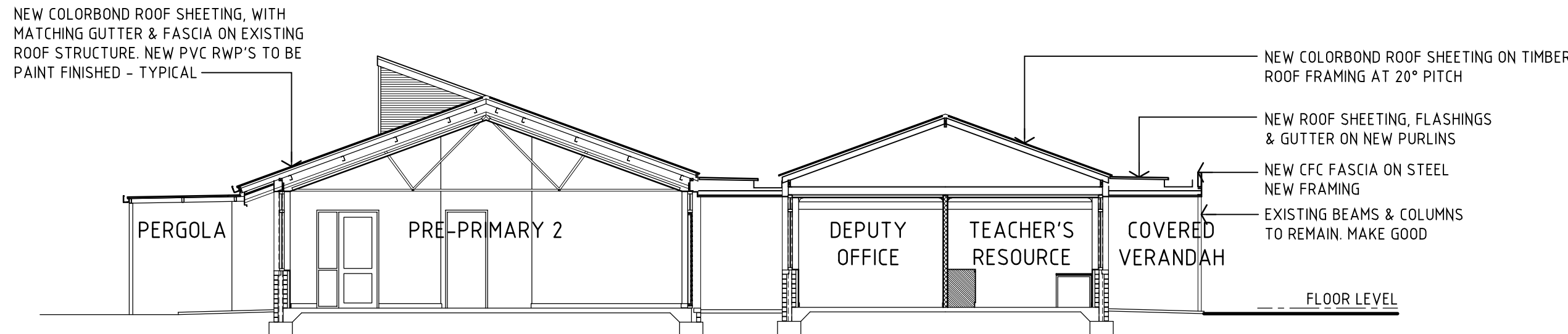
SECTION A-A
SCALE 1:100



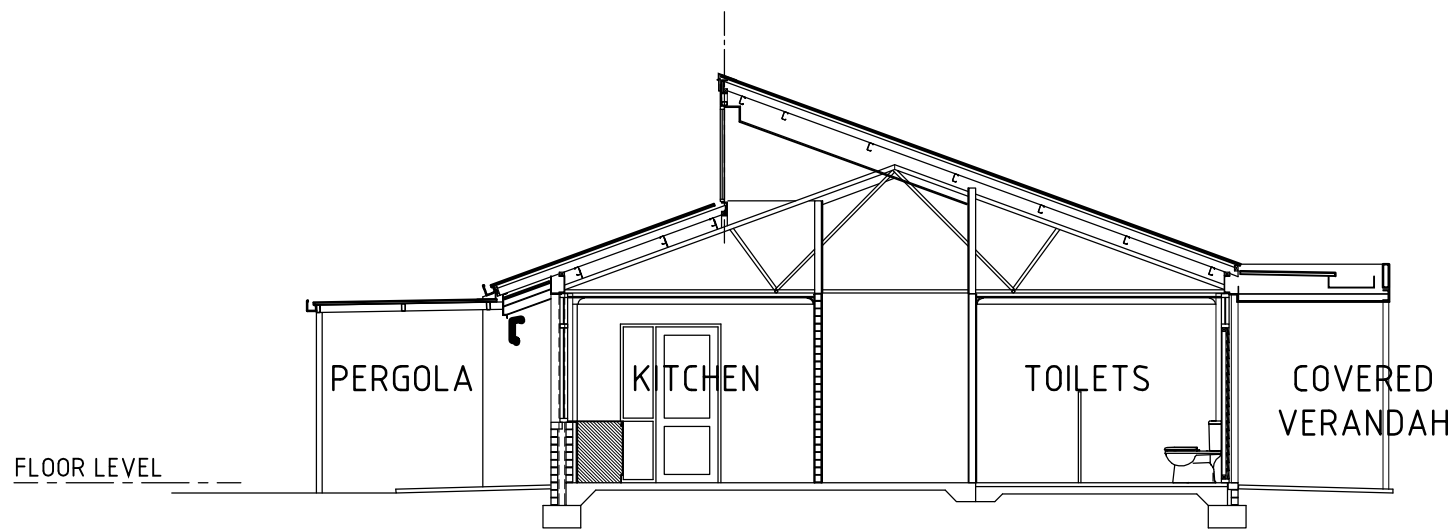
EAST ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



SECTION B-B
SCALE 1:100



SECTION C-C
SCALE 1:100

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

FILE
20-50178-2

DATE
02-Jun-2017

0	ISSUED FOR DEVELOPMENT APPROVAL	09/05/17	BQ
REV	DESCRIPTION	DATE	APP

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Department of Finance
Building Management and Works

INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
PRIMARY SCHOOL BLOCK 1
ELEVATIONS

DRAWN	INITS	GA	DESIGNED	PL	PL	REDUCTION
CHECKED	INITS	-	PRINCIPAL			
APPROVED	INITS	-	SIGNATURE			
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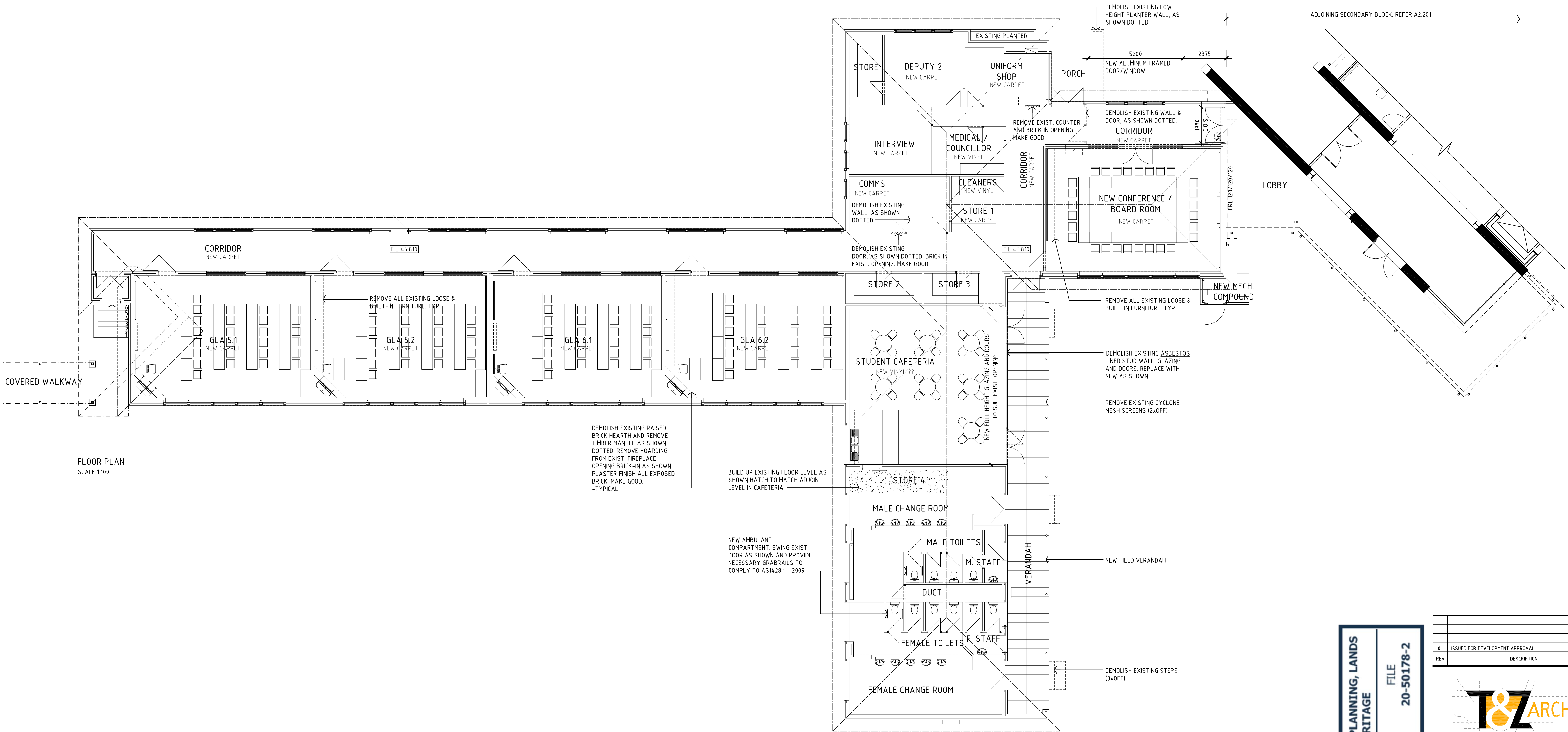
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T&Z JOB No. 417019

DRAWING FILE No. ISWA-DA_A12

ASBESTOS REMOVAL

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FLOOR PLAN
SCALE 1:100

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

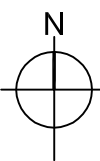
FILE
20-50178-2

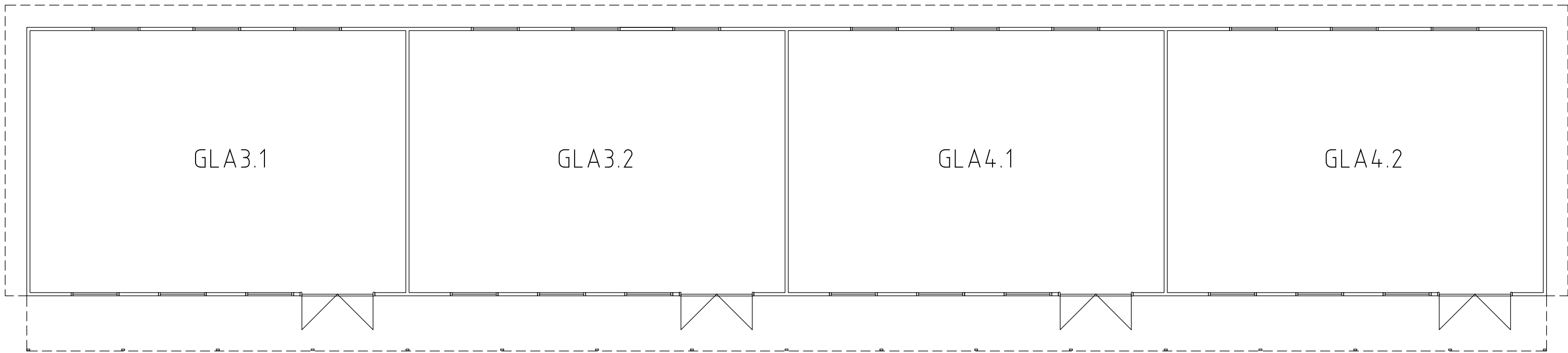
DATE
02-Jun-2017

REV	DESCRIPTION	DATE	APP
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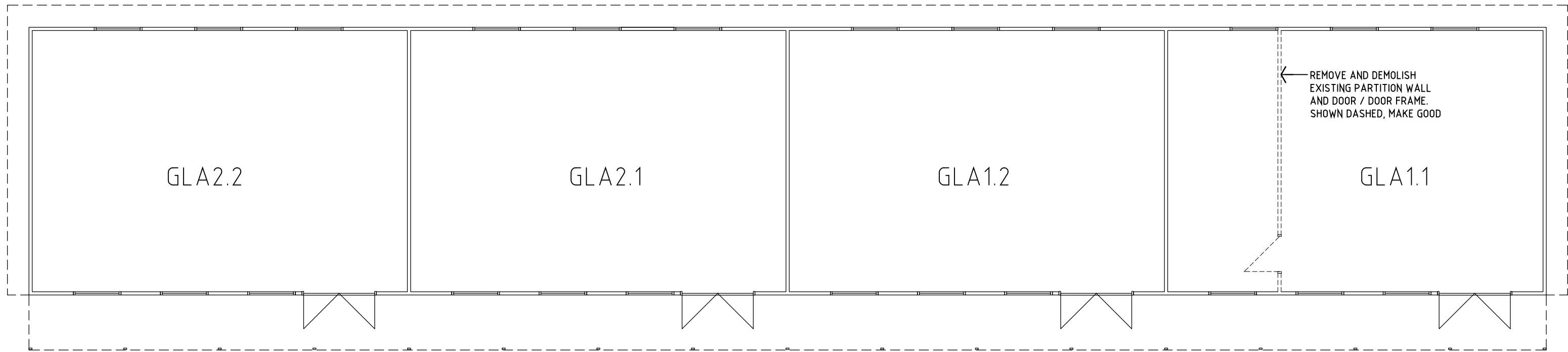


INTERNATIONAL SCHOOL OF WA DOUBLEVIEW PRIMARY SCHOOL BLOCK 2 GROUND FLOOR PLAN & ROOF PLAN					
DRAWN	INITS	GA	DESIGNED	PL	REDUCTION
CHECKED	INITS	-	PRINCIPAL		
APPROVED	INITS	-	SIGNATURE		
SCALE	1:100		DATE	05/01/2017	DRAWING No.
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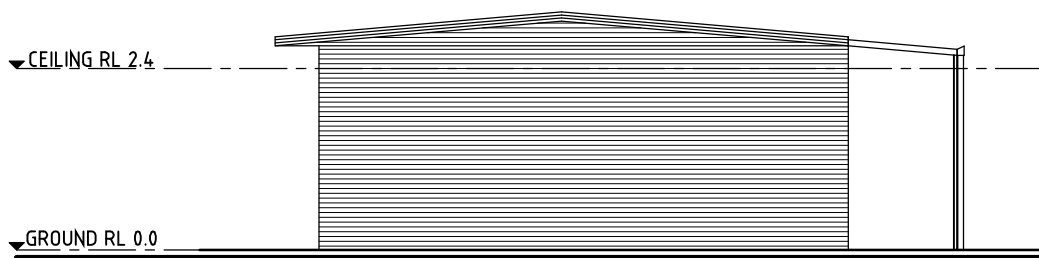
EX TRANSPORTABLE 1 - TYP. FLOOR PLAN
SCALE 1:100
REFER SITE PLAN FOR POSITION



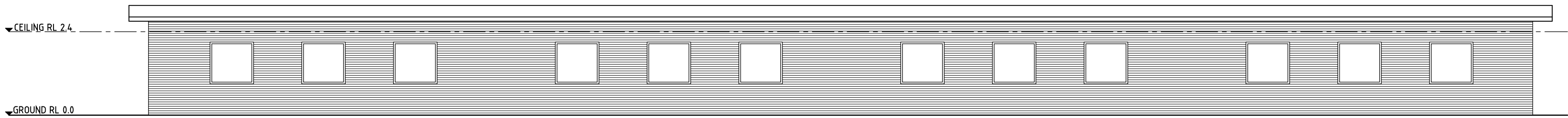
EX TRANSPORTABLE 2 - TYP. FLOOR PLAN
SCALE 1:100
REFER SITE PLAN FOR POSITION



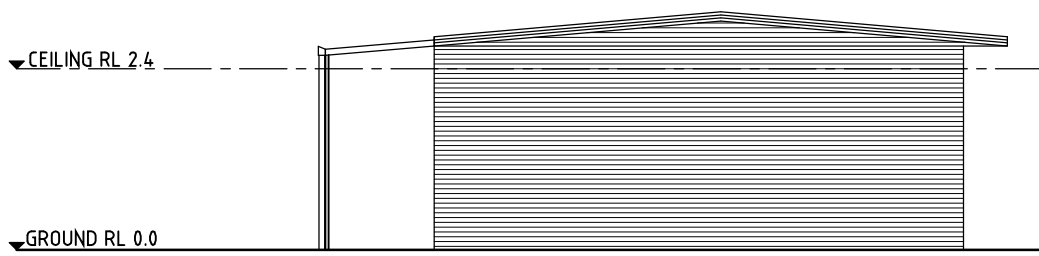
EX TRANSPORTABLE - TYP. FRONT ELEVATION
SCALE 1:100



EX TRANSPORTABLE - TYP. SIDE ELEVATION
SCALE 1:100



EX TRANSPORTABLE - TYP. REAR ELEVATION
SCALE 1:100



EX TRANSPORTABLE - TYP. SIDE ELEVATION
SCALE 1:100

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

FILE
20-50178-2

DATE
02-Jun-2017

0	ISSUED FOR DEVELOPMENT APPROVAL	09/05/17	BQ
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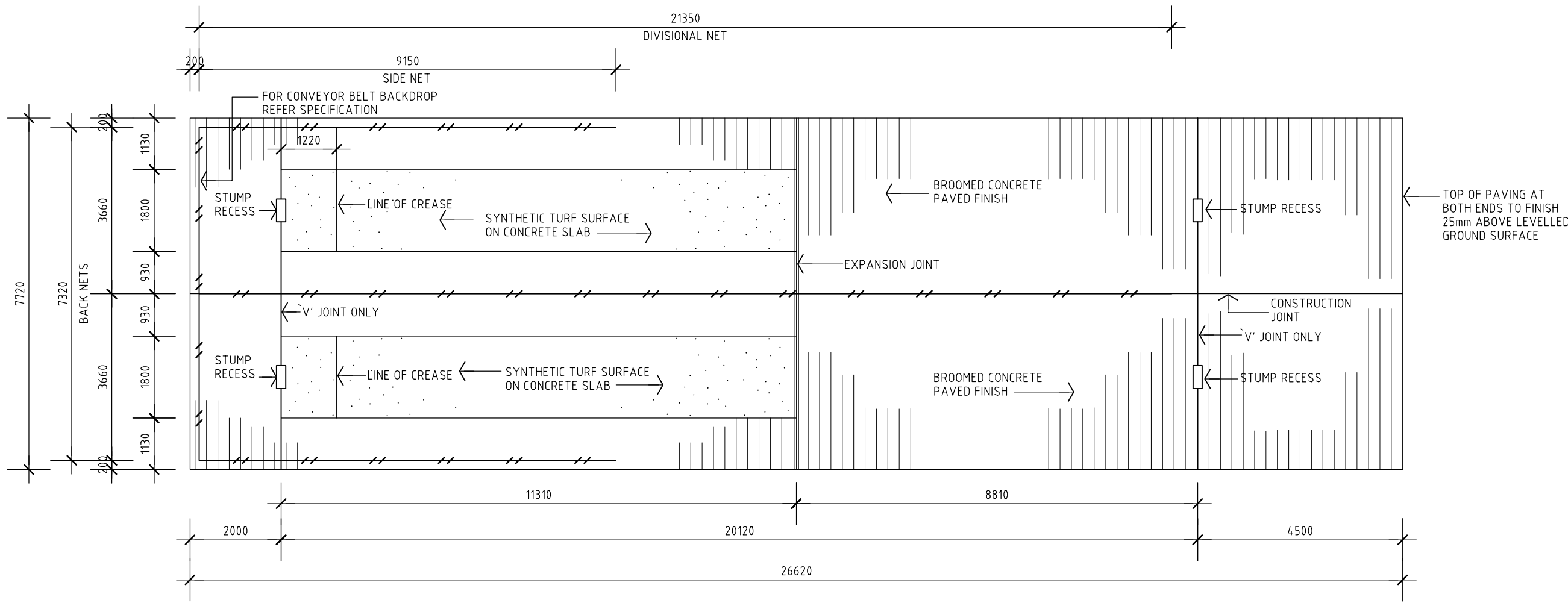
INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
TOILET BLOCK
EXISTING FLOOR PLAN AND ELEVATIONS

DRAWN	INITS	GA	DESIGNED	PL	PL	REDUCTION
CHECKED	INITS	-	PRINCIPAL			
APPROVED	INITS	-	SIGNATURE			
SCALE	1:100		DATE	05/01/2017		DRAWING No.
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T&Z JOB No. 417019

DRAWING FILE No. ISWA-DA_A15



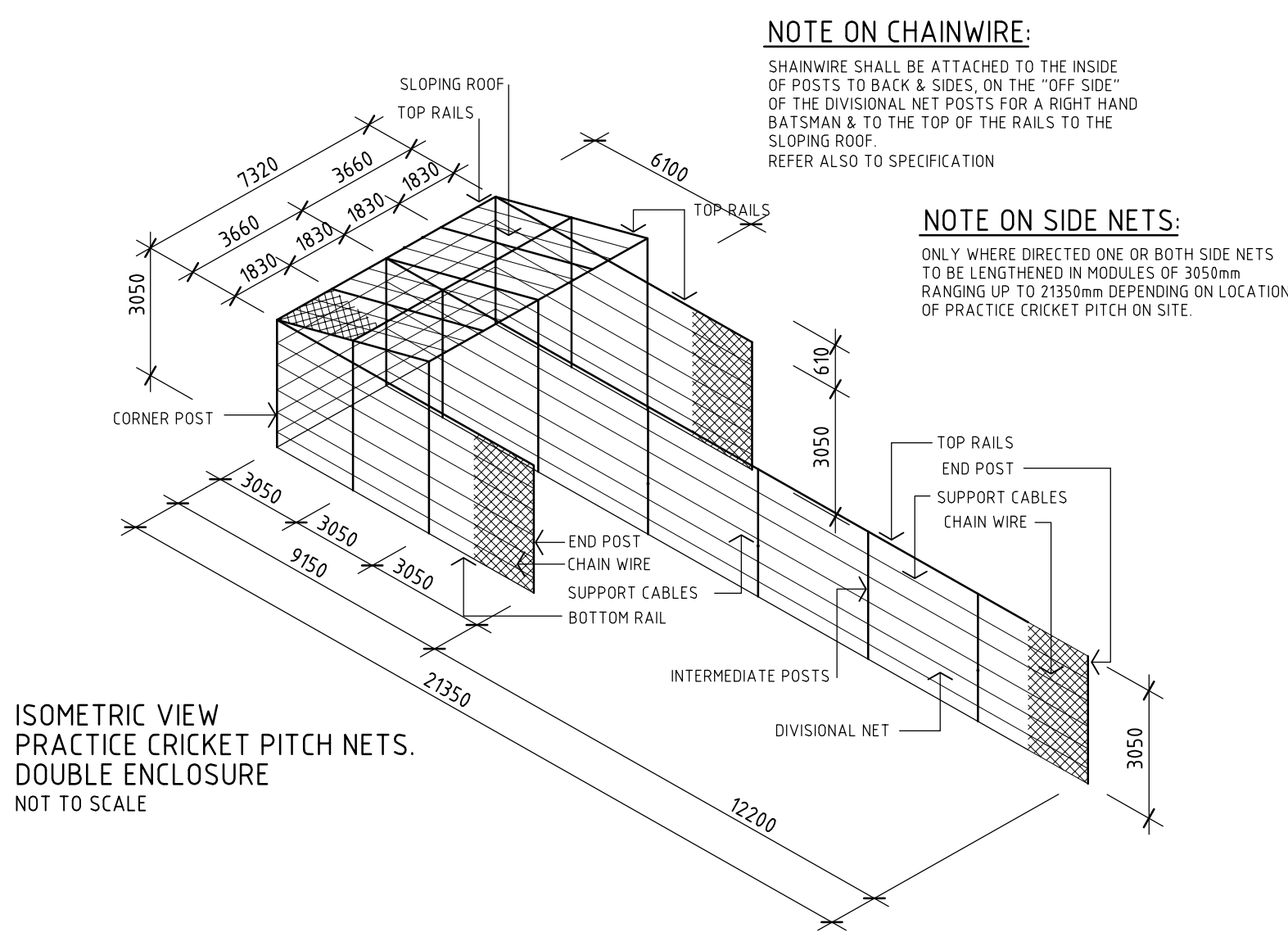
PLAN OF PRACTICE CONCRETE CRICKET PITCH & NETS.
DOUBLE ENCLOSURE SCALE 1:100

NOTES !

REINFORCE WITH Y12 @ 500 EACH WAY WITH 40 mm BOTTOM COVER .
REINFORCE WITH Y12 @ 500 DOWEL BARS (x 600 mm) ACROSS EXPANSION JOINT WITH
ONE END WRAPPED IN 'DENSO' TAPE & 40 mm BOTTOM COVER .

————— EXTENT OF EXPANSION JOINTS

————— EXTENT OF POSTS & NETS



DEPARTMENT OF PLANNING, LANDS
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FILE
DATE 02-Jun-2017
20-50178-2

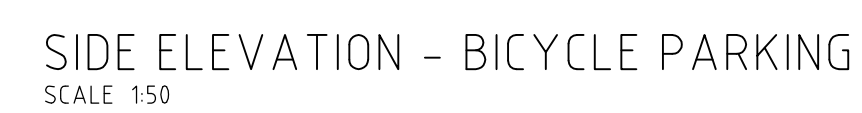
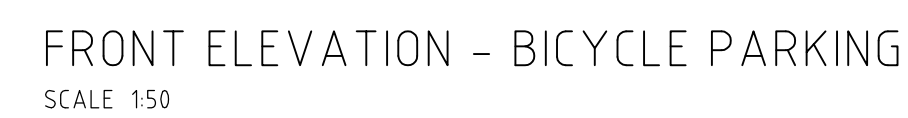
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REV	DESCRIPTION	DATE	APP

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Department of Finance
Building Management and Works

INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
SITE DETAILS

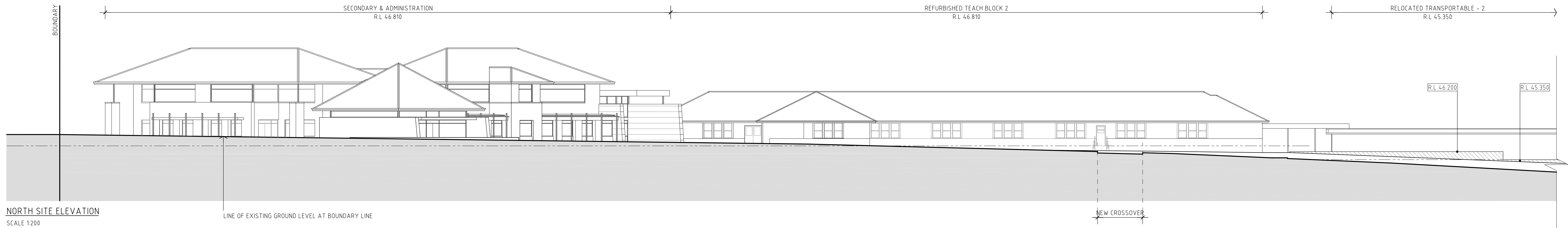
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APPROVED	INITS	—	SIGNATURE			
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DF PROJ No.	XXXXXX		DF FILE No.	XXXXXXXXXX		



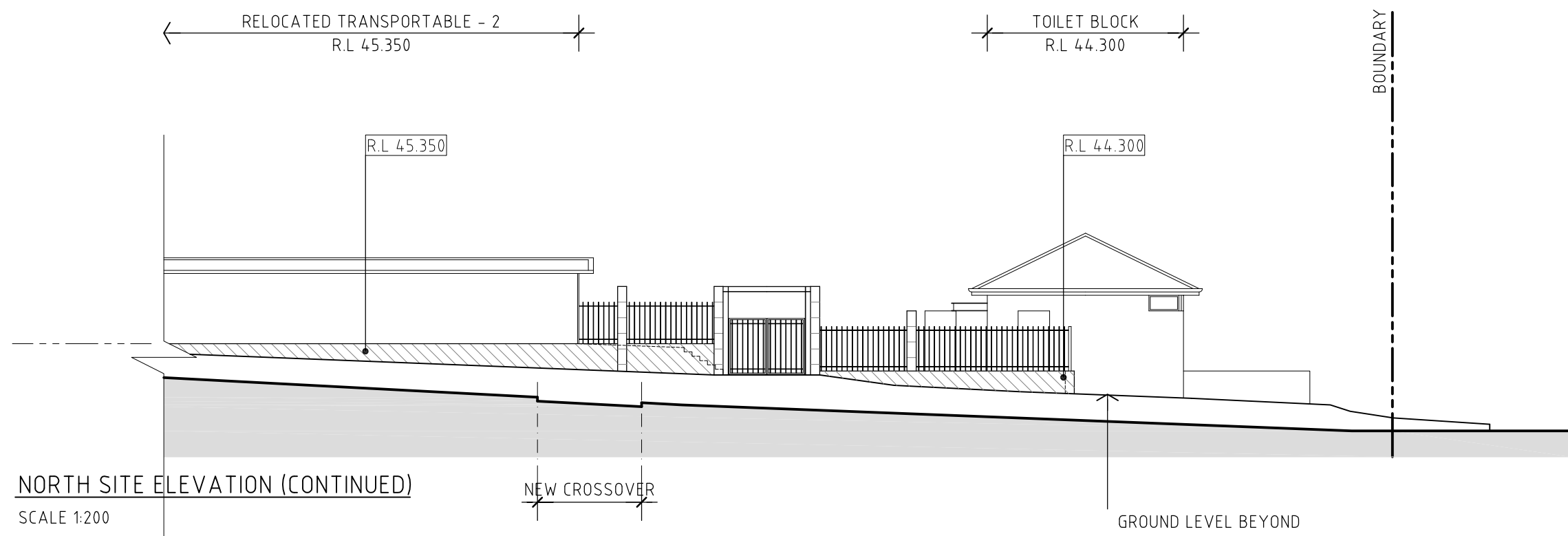
 Government of **Western Australia**
Department of **Finance**
Building Management and Works

INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
SITE DETAILS
BICYCLE PARKING, BIN STORE

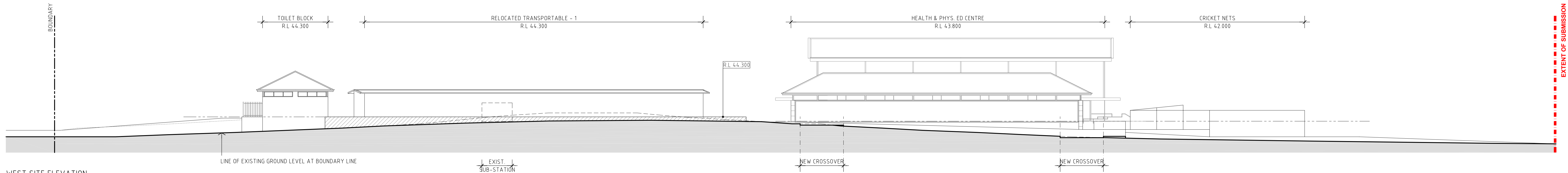
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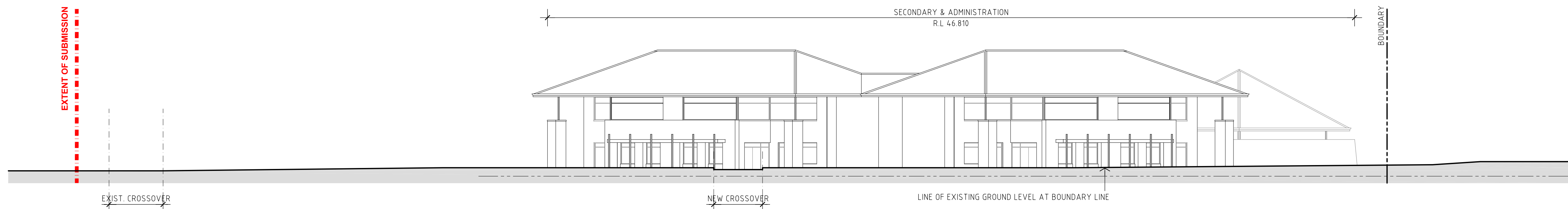
NORTH SITE ELEVATION
SCALE 1:200



NORTH SITE ELEVATION (CONTINUED)
SCALE 1:200



WEST SITE ELEVATION
SCALE 1:200



EAST SITE ELEVATION
SCALE 1:200

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

FILE 20-50178-2

DATE 02-Jun-2017

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INTERNATIONAL SCHOOL OF WA
DOUBLEVIEW
SITE ELEVATIONS

DRAWN	INITS	GA	DESIGNED	PL	PL	REDUCTION
CHECKED	INITS	—	PRINCIPAL			
APPROVED	INITS	—	SIGNATURE			
SCALE	1:200 @ B1		DATE	16/05/2017	DRAWING No.	
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DA-A18 0

0m 10m 20m 40m

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
02-Jun-2017

FILE
20-50178-2

FLAMBOROUGH STREET

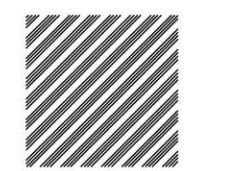
EXTENT OF DOUBLEVIEW PRIMARY SCHOOL (BY OTHERS)

SAINT BRIDGES TERRACE

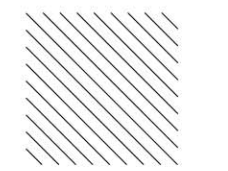
EWEN STREET

GRAND PROMENADE

LEGEND / KEY:



NEW BUILD



EXISTING TO BE REFURBISHED



RELOCATED TRANSPORTABLES
FROM EXIST. ISWA SITE



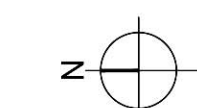
2.1M BLACK GARRISON FENCE /
GATE LOCATIONS



COURT FENCING - EXISTING

INTERNATIONAL SCHOOL OF WA

GATE LOCATION DIAGRAM



SCALE: 1: 500 @ B1
DATE: 09.05.17
DRAWN: LJ
JOB NO: 417019
DRAWING NO: SK11 revB



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From:
Sent: Wednesday, 7 June 2017 9:40:01 PM
To: Stirling
Subject: Att: Giovanna Lumbaca Ref# DA17/0902

Dear Giovanna

I am writing regards plans for the ISWA relocation to Doubleview Primary School Ref# DA17/0902

My name is [REDACTED] and I am the resident of [REDACTED] directly opposite the primary school

There are a number of topics I would like to cover:

1) Attached are images of drug paraphernalia that I sometimes find left in the staff carpark on the Grand Promenade side

Once I even saw a syringe

They are left by suspicious cars parked there in the evenings and weekends

Since reporting to police, Liz Harvey, the school principle, crime stoppers and school security it seems that the problem has reduced however on occasion there are still suspicious vehicles parked there

I would like to suggest that for the ISWA school redevelopment that adequate security cameras, lighting and a padlocked chain after hours be used in particular at the proposed Grand Promenade car park

2) In the evenings I have noticed that the school is home to about 4 Australian Masked owls and in the mornings kookaburra's and parrots
(See attached images)

These need to be considered and the trees protected accordingly with the redevelopment

FOR THIS REASON MYSELF AND THE RESIDENTS ARE STRONGLY OPPOSED TO THE PROPOSED SITE OF THE NEW HEALTH AND PHYSICAL EDUCATION CENTRE

The trees and what little grassed area remains next to the library should be protected

3) Occasionally the school oval is visited by ibis birds.... a small water feature/pond by the water catchment area next to the cricket nets on grand Prom would be perfect to allow the birds to cool off during summer and also aesthetically pleasing

4) If you ask any resident surrounding the school they will confirm that often cars race down Grand Promenade adjacent to the school
I would suggest speed humps installed all around the school and a round-about on the corner of Grand Promenade and St Bridges Tce due to regular near misses of cars
I understand also that a few accidents have occurred at that intersection

5) To compensate for the trees that have been cut down and will be cut down at the school it

would be ideal to have the powerlines installed under ground in the surrounding streets so that the surrounding trees can grow much bigger

This would be greatly appreciated by all residents

Thank you for your consideration



 image1.jpeg  image2.jpeg

Sent from my iPhone











dwaCEB2.txt

From: [REDACTED]
Sent: Thursday, 8 June 2017 7:03:14 AM
To: Stirling
Subject: DA17/0902

Hi ,

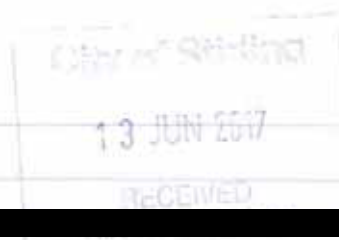
I am a concerned resident and don't believe the high school at the Doubleview primary school site should proceed. This will reduce open space, increase traffic congestion, create potential duress for younger children mixing with elder children, and provides no capacity for potential future primary school upgrades as density increases significantly in Scarborough and Doubleview.

Regards

[REDACTED]

[REDACTED]

WF	ACT	Author Officer	App. Plan
A			
ATT.			
		Date DA 17/0902	



8th June, 2017

Re: Application N° DA 17/0902

Dear Mr Barovic

We have a number of concerns with the proposed development of Doubleview Primary School that hopefully, can be addressed prior to commencement.

Saint Brigid's Terrace has already become a very busy road since the erection of lights both at Scarborough Beach Road and West Coast Highway. It has become a quicker thoroughfare to the beach and 'quick' being the operative word. Cars speed up and down St Brigid's Tce and so too do the trucks directed to the School and the several other developments further down on Brighton Road. We have had three incidents of cars taking the roundabout too quickly and ending up in our front yard already.

We are concerned about the traffic build up at the beginning and end of school hours. Many of the International School parents will be travelling to pick up their children. With a proposed 800 students this is a considerable amount of cars to add to the already busy rush hours. Perhaps a traffic counter needs to be added now so a solution to the stopping and starting cars and perhaps, buses can be found prior to the problem.

We are afraid for the safety of children and pedestrians in the two busy rush hours. The Doubleview Primary

School children will not be accustomed to the quantity of vehicles that will be both on the main arteries and the surrounding roads.

We, also, are concerned that 80 parking bays will not be enough to service the school. Surely more than half of the bays will be used by teachers and assistants, providing little for parents and visitors. Has a kiss and ride ring road been considered?

Finally, the surrounding homes are already noticing the greater noise and black dust pollution. We would like some careful planning to accommodate the needs of the local residents in a formerly quiet, clean neighbourhood.

Thank you, in advance, for your diligent consideration of these matters.

Yours sincerely

[Redacted Signature]

[Redacted Name]

From: [REDACTED]
Sent: Tuesday, 13 June 2017 10:42:52 AM
To: Stirling
Subject: DA17/0902 : Comments on the move of the ISWA to Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

Hi City of Stirling,

I would like to oppose the move of the ISWA to Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

- In Doubleview there are not enough green spaces for kids to play, building the ISWA in this area will dramatically decrease our green space.
- I don't agree that the kids of Doubleview primary will have to share the grounds with the ISWA kids, these kids are from a broader age group and it could cause problems to the primary school kids.
- The traffic on Ewen Street and St Brigis Terrace is bad today. If the ISWA is built in this precinct traffic will get worse.

I oppose to the building of ISWA in the Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: Tuesday, 13 June 2017 10:37:25 AM
To: Stirling
Subject: Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Hi,

I want to make comment regarding the International School proposed for Doubleview.

I am against this development on the following grounds:

1. Scarborough is significantly increasing in density as is Doubleview with continual redevelopment. This will only place more pressure on existing primary school sites. By placing a high school on the site this provides for no future potential for expansion which will be required.
2. There is already minimal open space in Doubleview and this will further reduce it.
3. There is already significant traffic flow on Ewen Street and this will increase it at peak hours.
4. I don't believe it is appropriate for Primary school children to be mixed in with high school children as this has the potential for bullying etc.
5. There is not enough playing space/fields for both a high school and a primary school.
6. There is not a Australian rules football over nearby for kids to train on.

Regards



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From: [REDACTED]
Sent: Wednesday, 14 June 2017 7:53:42 AM
To: Stirling
Subject: DA17/0902

Please consider the residents wishes that ISWA is not put on this site. Instead replace the open space and trees. By all means remove the substandard buildings. Cease application of glyphosate 450 on the school grounds. Provide filtered drinking water. Thankyou.

From: [REDACTED]
Sent: Wednesday, 14 June 2017 8:27:57 PM
To: Stirling
Subject: Proposed Development DA17/0902

DEVELOPMENT ASSESMENT PANEL – PROPOSED EDUCATIONAL ESTABLISHMENT – INTERNATIONAL SCHOOL OF WESTERN AUSTRALIA (ISWA) ADDRESS: LOT 7932, DOUBLEVIEW PRIMARY SCHOOL, HN 193 ST BRIGIDS TCE, DOUBLEVIEW

I have received a letter informing me of the proposed development of the above site for the International School. I have since been on the website of the City of Stirling several times to view the proposal. As a rate payer, long term resident and a person who works in a service area in the local community I am horrified by the extent of the development and the impact it will have on the site.

A few years ago the City of Stirling committed to improving the green space in the area, this was based on the average temperature in Doubleview being higher than areas like Claremont, Nedlands and coincidentally City Beach. These areas have more green coverage than the area of Doubleview. To this end I was provided with two street trees by the City of Stirling, mulch and natives to grow a waterwise verge. I have a long verge area that I previously let the grass die on in summer due to the environmentally unfriendliness of watering such a large area. I have lived in my home for 11 years and over those years have looked out on the trees that will be removed to build the International School.

These same trees house a large Kookaburra community, you hear them morning and evening. There is heaps of active bird life, mopokes and two owls that I have seen at night. Removal of so many trees will mean the birds will die or move, who knows where though with the decreasing green space in the area. It is such a travesty after the City of Stirling has committed to regreening the area.

Currently there is a lot of traffic congestion around the school, it is a busy area. Every morning and afternoon I hear horns beeping, cars double and illegally parking and the two busy roads of St Brigid's Tce and Ewen St become more dangerous than they usually are. Adding an additional school will add to this congestion and the danger my neighbour and I face every day as we try to leave our properties with so many cars and dangerous driving practices.

There was never any reason for the state government to develop the Doubleview site and build the new primary school. There is plenty of space on the City Beach site that could easily have accommodated a High School and International School, with separate entrances. With the State Government now reneging on building a high school there is now no reason to move the International School.

I'm sure in due course I will receive a pro forma email reply telling me how this development is, in fact, great for the community and, therefore, for me. It will be nonsense. The community of Doubleview has been let down by the state government's choice to develop the Doubleview Primary site, removing so much green space that the community previously benefited from. This development should be strongly reconsidered.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 14 June 2017 3:31:57 PM
To: Stirling; julie bishop; Liza Harvey
Subject: DA17/0902 David Banovic

David Banovic
Administration Centre
City of Stirling

Dear Mr Banovic,
Attached is my submission on Development Application No: 17/0902 proposed ISWA establishment at Doubleview School. Would you please ensure that the submission is passed on from the City of Stirling to the Western Australian Commission (WAPC).

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

City of Stirling and Western Australian Planning Commission

Comment HAVE YOUR SAY on DA 17/0902

PROPOSED ISWA AT DOUBLEVIEW PRIMARY SCHOOL

I live in Hancock Street parallel to Flamborough Street and the proposed development application for the north eastern corner of the precinct being the corner of St Brigid's Terrace and Flamborough Street. One of my two children attended Doubleview Primary School.

I oppose the Application for the following reasons -

1. With the new Doubleview Primary School being swiftly built there are now enough buildings on the precinct. The concentration of buildings on the site is a cause of too much loss of space for the school children and the community. I note an overcrowding that would not be tolerated at a school such as Hale.
2. The social problems of having ISWA (which caters for students Kindergarden to Year 12) and Doubleview Primary School pupils (little ones) together with possible mingling will increase tensions when bullying is already a school problem and adolescent hormonal and physical changes in High School children may place little ones at risk.
3. Loss of mature trees planted by the forefathers of Doubleview Primary School including Angophoras, a 40 metre Pine Tree, Coral Trees, Native Gum Nut Trees and irreplaceable Tuarts.
4. Loss of bird habitat (Kookaburra, Parrot, Owl, Willy WagTail) and animal habitat (Possum).
5. Substitution of 80 bay carpark for above loss.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

dwa83BE.txt

From: [REDACTED]
Sent: Sunday, 18 June 2017 12:48:21 PM
To: Stirling
CC: [REDACTED]
Subject: International School at 193 St Brigid's Tce, Doubleview

To whom it may concern,

We write to express our concerns re the above proposal and my reference number is DA17/0902. [REDACTED]

We reside at [REDACTED], in Swanbourne and my wife is an ex High School Teacher.

Whilst we are not opposed to development, we have considerable trouble in understanding the Stirling City Council supporting the proposal to build the new International School in Doubleview,

especially as we understand it will require variations from current planning guidelines.

The size of this project and the works required to build the school seem totally unnecessary, given that it already exists at City Beach and it is our understanding that a decision has been made to now keep the City Beach School.

If that is the case, then why do we need to expend such large amounts of monies in capital works, when the International School already exists.

We also have concerns in regard to the following:

1. It will create considerable disruption to the local community of Doubleview, not only during construction, but also when operational.
2. It will also cause increased traffic congestion.
3. There will also be a significant increase in daily population numbers, putting pressure on local community facilities.
4. There will be increased pressure on local housing needs for the new students.
5. Transport to and from the school will increase changing traffic flows.
6. Based on precedent, for safety and security reasons, kindergarden and primary schools have been kept separate to high schools and we see this as serious consideration which seems to have been overlooked.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 20 June 2017 11:55:42 AM
To: Stirling
Subject: Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

Public Comment

I write to comment on the Proposed International School of Western Australia & my concerns on this proposal.

I am concerned firstly at the amount of parking proposed. I am a parent of 2 children currently at Doubleview Primary School. I live on Hancock Street, one street from the site. My children & I walk to & from school each day & the traffic & parking is & has been a constant concern for the last 5 years I have been a part of this school. The increased numbers of children on both sites, combined with more cars, buses, children on foot & bikes is a massive concern to me with regard to safety. The plans do not appear to have enough parking, cross walks, "kiss & ride", bus stops, bays etc for the existing primary school without the addition of ISWA.

We already have unsafe & aggressive parking issues. This needs to be reviewed.

I'm also concerned about the capped numbers of ISWA & the further impact this will have on the transport, safety of students & traffic.

I am still concerned about the sharing of the oval with the general public & community. I would appreciate knowing the times the general public will be allowed to use the oval on the commencement of ISWA. Currently the public can walk their dogs, participate in sport & play before & after the hours of the Doubleview Primary School - before 8.50am & after 3pm Monday to Friday. This open space is an important part of my community & I would hope that it will continue to be so.

I am concerned that the new Doubleview Primary School that is currently being built will not be large enough for the growing population & demountables will be necessary eventually, encroaching on even more of the limited green space for both schools.

I live on a sub dividable block & in the past 12 months have had 3 new families move in around me on other sub dividable blocks, all with young children, totalling an extra (at least) 4 new kids to the Doubleview Primary School, not to mention the ones on the other half of the blocks not adjacent to me. This is just my little part of one street, this is happening everywhere! The new Scarborough redevelopment will add to these numbers. I believe your forecasted numbers for the Primary School are way too low.

The well being of our local kids at their local Government school should be the most important element of this site.

[REDACTED]

If ISWA takes up too much space there will be no room at Doubleview Primary to expand without jeopardising the green space. Changing the school's boundaries or the rules regarding subdividing will need to be taken into consideration if this plan continues.

Overcrowding is of paramount importance to me, as my children will go on to attend Churchlands High School, a school already bursting at the seams. But that is another conversation for another time.

Thank you for your time & allowing me the opportunity to voice my concerns over this proposal.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 21 June 2017 7:11:15 PM
To: Stirling
Subject: DA17/0902 - DAP - Proposed educational establishment - International School of Western Australia (ISWA)

Good evening

I am writing to express my strong opposition to ISWA coming to the Doubleview Primary School site.

I am a local resident that resides [REDACTED] in Scarborough.

The already densely populated local community does not need the further concentration of buildings and the expected traffic that would be brought by ISWA.

The beautiful old trees in the area would be jeopardised by the construction. These shade enhancing trees which took so many years to grow can not be effectively replaced by the proposed new shrubs and trees. The trees are home to vibrant bird life in the area and it would be a disgrace to see them removed to make way for ISWA.

The current site is not large enough for two schools. It does not meet planning requirements for new builds. The same principles should apply even if it is an existing site. It is of great concern that Doubleview Primary School students will be expected to share the limited remaining green space with ISWA. Children need space to run and play.

Building ISWA on the site will prevent future expansion of the Doubleview school which may be needed for the growing population.

The community dearly values the green space afforded by the Doubleview site. It provides a space for community to play and exercise dogs. This important amenity will be lost if ISWA is built on the site. It is already a very sad state of affairs that the beautiful upper oval dedicated to John K Lyons has been unnecessarily lost.

The old Doubleview Primary School site should be retained for community use and potential future expansion of the school. It would be wonderful if the old primary school site could be converted into green space for the primary school and wider community.

Government money should not be being spent on an expensive new private school. ISWA should stay where it is (or find alternative accommodation) and not be moved to Doubleview.

I made a submission to the previous DAP involving the upper oval. I did not receive any feedback regarding the extent to which my views were taken into account in assessing the proposal. I would appreciate feedback on this submission.

I hope the City of Stirling can stand by side with residents of the community in preventing this unfortunate and ill thought through proposal from ruining Doubleview.

Kind regards

From: [REDACTED]
Sent: Sunday, 25 June 2017 1:34:29 PM
To: Stirling
Subject: Re DA17/0902

I would like to comment on the proposal to build the ISWA on the old Doubleview Primary School Site.

I am a local resident who lives in Hancock Street, [REDACTED] houses from the intersection of Hancock and St Brigid's Terrace. My elderly mother lives on the corner of the same intersection.

My first point is my concern regarding traffic. Since the lights were added at the intersection of St Brigid's Terrace and Scarborough Beach Road, St Brigid's Terrace has become a major thoroughfare and traffic has increased considerably. In the morning on my way to work around 8am it regularly takes two light changes for me to get on to Scarborough Beach Road from St Brigid's Terrace. Also, I walk my dogs early in the morning and I have to wait for numerous cars to pass to cross St Brigid's Terrace even at around 6.45am. In the afternoon, the situation is the same and even more dangerous with the sun setting in the west.

My mother has been concerned about the increased noise and pollution from the traffic on St Brigid's Terrace and now the proposed new school is going to make this problem so much worse. The children attending the ISWA I will not be locals who could walk to school but will be coming from far and wide and generally, I presume, by car. The traffic is going to increase considerably. I did write to Peter Collier and Liza Harvey in March this year and I found Liza Harvey's comment that she had committed to a roundabout at Grand Promenade to be little perplexing. A roundabout is going to do little to stop the number of cars coming and going from the site.

My second concern is the congestion on the site itself. Even now with the new school being built and the old school still in place you can see how crowded the area is and this is before the proposed construction of large two story buildings. Soccer and football goals have been squashed on to the one oval and I fail see how almost 1000 children are going to be able to share the area during school time. If two groups of children are using the soccer and football goals there will be no room for anyone else.

The oval is used by locals before school, after school and on weekends to walk their dogs, for young families to play and just generally for exercise. The other Sunday I wished I'd had my phone on me, to take a photo showing the amount of people trying to share the only remaining oval. There was definitely no room for a friendly game of footy or soccer!

This site is bound on four sides by houses and many sites with multiple dwellings. Both Ewen Street and St Brigid's Terrace are major thoroughfares for the area and the congestion that another school will bring just seems so ridiculous. I did ask Peter Collier and Liza Harvey to supply me with the other locations that were considered but neither did this. ISWA is being relocated from the City Beach High School Site and when you look at a map of that area with all the surrounding vacant land I do wonder why it was not possible for it to remain on that site rather than being squashed into an already highly, populated residential area.

I hope that the City of Stirling also asks this question. It seems the Town of Cambridge can protect their green spaces and I would hope that this is also a major objective for the City of Stirling. The wonderful old trees on the Doubleview site are a reminder of the history and age of the area and also provided a wonderful oasis in the middle of a very densely populated area. I do acknowledge that many had to be removed for the building of the new school but many more are going to be lost in building ISWA. The protection of the trees is not guaranteed in the proposal. It states that they will be retained where possible. A very innocuous statement.

The Doubleview Primary School Site is not an appropriate place to build this new school and surely with the recent announcement regarding a new high school being built in Subiaco there is no need for ISWA to be relocated at all.

Thank you for the opportunity to express my concerns.

[REDACTED]

From: [REDACTED]
Sent: Monday, 26 June 2017 9:06:52 PM
To: Stirling
Subject: DA17/0902 Proposed Educational Establishment - International School of Western Australia (ISWA)

To whom it may concern,

I oppose this proposal from the points of view of an educator and also a resident of Doubleview.

Current educational research stresses the importance of nature and outdoor activity and the role it plays in the mental and physical health of students.

Mental and physical health are fundamental for learning.

In a time where anxiety and obesity in children is high, the education department should be addressing this in order to optimise learning and raise quality levels and achievement.

This proposal allows for too many students in both schools to be sharing the grounds.

As a resident of Doubleview I object to the density of the proposed plan.

Doubleview is an area of very high density and the ovals of Doubleview Primary (now only one oval) provide green space; 'lungs' for the community, as well as an area for recreation.

I have concerns therefore for the health and well-being of the community.

I also think the plan for double story buildings will affect the aesthetic of the area. The housing density of the area means many dwellings are double storied and very close together.

Keeping the Doubleview Primary precinct single story and well treed, offers relief to the landscape.

From an environmental point of view, the trees are incredibly old (it is a tragedy that so many have been lost already due to the building of the new school).

The area is a habitat to many birds including a family of Southern Boobook owls. It is a joy to be able to hear them communicating to each other in the evening and calling out late at night.

Once gone, the trees and open space can never be replaced. What legacy is left for those that come after us?

Thank you for tabling these objections.

From: [REDACTED]
Sent: Tuesday, 27 June 2017 1:49:54 AM
To: Stirling
Subject: Submission Regarding ISWA Reference Number DA17/0902

Submission Regarding ISWA

Reference Number DA17/0902

To whom it may concern

I'm writing to oppose the location of the ISWA on the old Doubleview Primary School site.

I believe this to be a badly thought out plan that will adversely impact students and residents for many years to come in several key areas.

Lack of expansion space for Doubleview Primary School

With Education Department projections predicting Doubleview primary will be at capacity within 4 years, with the ISWA on the same site and the minimal open space left, the only option as it inevitably expands will be to use transportable classrooms, further reducing the inadequate sport and play space. ISWA already is aggressively expanding its enrolment, with their expansion there will be added pressure for more classrooms and therefore more land.

Sharing the only open sports space with the Primary School.

With Doubleview Primary having to negotiate times when their students will be able to utilise the one and only sports field with ISWA, it will obviously impact teachers and the ease to which a teacher can dynamically change their teaching space according to the needs of the students on the day. This regimented timetabling will lead to less spontaneity and make it difficult to adapt to or take advantage of weather.

With ISWA on site there will be less after school access to this playing field, depriving students and the community of a valuable resource.

It should also be noted that if the ISWA is co-located it will reduce the open space available to the Doubleview primary school below the recommended guidelines for Primary schools set by the Department of education by a significant margin.

The school has already approached the City of Stirling to access other parks and ovals as the remaining soccer pitch is too small for a basic sports carnival.

Lack of Public Open Space

Doubleview the lowest public open space ratios in all of the City of Stirling, with the development of the new primary school taking away half of the space, that leaves Doubleview with 2% public open space.

Doubleview also has one of the highest infill ratios with more than half of all backyards converted into housing, making Doubleview one of the highest density suburbs in the city of Stirling. More public open space is therefore even more important and valuable.

The better solution would be to return the old site to playing fields and public open space. ISWA should be left at the City Beach site – a suburb with 50% public open space and where the Students are most likely to live nearby.

Traffic and Parking

With most ISWA parents coming from out of the area plus staff the already crowded and congested roads will be twice as bad. In addition, because the footprint of the primary school has been drastically reduced and the fences reducing egress the congestion will be more concentrated. This is a safety issue around both schools.

Even with staggered start and finished times the congestion and traffic will be a problem for residents and a safety issue for students, for longer periods of the day.

Fencing

In 2016 Doubleview primary was an open campus, with community members looking after and utilising the various courts, ovals and parkland after school hours and during holidays for over 60 years. Now over a quarter of the space will be fenced off for the new primary school and if ISWA is co-located, over 60% of the site will be fenced off and unavailable for public use. Again, depriving students and local residents of a valuable resource. It also makes a site that was open and welcoming into what can only be described as two jails.

Rats in a Cage

One of the advantages of living in Perth is the open spaces and natural environment that we place our primary schools, and the value they have in our community as a resource.

This development will mean that the school will be cut down to about 25% of its original size with a growing enrolment.

Studies have shown that the more you pack students into a space, particularly if it is fenced, the more anxious, nervous and uneasy they become. This leads to significant behaviour and learning issues. Having the ISWA on the same site would mean no option to expand Doubleview or give the students more play area.

This Development in conjunction with the rebuilding of the School on the football oval was pushed through very quickly with little time for residents and community members to get information and digest the implications. We hope that this part of the development will not be pushed through the same way and the residents and the community will be considered and listened to.

The ISWA does not belong in Doubleview, gives no advantage to the local school and reduces community resources for at least 30 years.

Kind Regards.

[REDACTED]

From: [REDACTED]
 Sent: Tuesday, 27 June 2017 2:21:17 AM
 To: Stirling
 Subject: Submission regarding ISWA at Doubleview Primary School site, Reference No DA17/0902

Submission regarding ISWA at Doubleview Primary School site.
 Reference Number DA17/0902

To whom it may concern,

I am vehemently opposed to the proposed relocation of ISWA to the Doubleview Primary School site. As a parent of a young child and local community member, our concerns about this issue have been ignored from the very beginning and we have been deliberately misled to fast track progress to fix past government mistakes.

MAJOR CONCERNS are, that there will be overcrowding at the existing site with no room for growth, there is to be a high school in the area, a lack of school community spirit will arise due to the loss of physical space and sharing of facilities, there will be a lack of parking and our local streets will become a lot busier.

Doubleview is a fast growing area. Nearly every house has had their backyard built on and so not only has the population increased dramatically but the streets are also already crammed full of cars. Space for play and recreation is at a premium and with the introduction of a new high school, it will further reduce the amount of play space children can utilise. Moving ISWA from a low density area to a high density area is insane. Not only will it affect the Doubleview Primary Students but also the wider community which use the facilities daily.

The plans for ISWA do not show adequate parking at the school for teachers and parents and so the streets will have cars parked up and down them at drop off and pick up times – from BOTH schools. The parents of the ISWA students will all be driving as they are not local and even though school hours will vary slightly between Doubleview PS and ISWA, traffic problems will exist well past 4 o'clock. ISWA also works on the Northern Hemisphere calendar so this will be a problem year round. Primary school parents simply do not just drop off and pick up their children from the car park. They walk them to class, talk to the teacher and stay and have a chat with other parents. Parking has already been a bit of an issue at the school so if there is to be another school on site, where are these parents going to park?

There is little to no regard to the existing Doubleview PS school grounds and buildings. They have proudly stood for over sixty years and the spacious leafy school grounds, and the great community feel has created great childhood school memories. It has meant that many generations are proud to be sending their children to the same school that they went to. I am one of them and it breaks my heart that the school with all its great facilities is to be largely knocked down and modified only because the government wants to 'fix' the overcrowding at local high schools. This being said, the PROPOSED ISWA RELOCATION IS COMPLETELY UNNECESSARY especially as the Labour Government has announced that it isn't even going to reopen City Beach High School. Therefore the current location at City Beach High School is still perfectly good and they can stay there. What is to be done with this space if it isn't used for a school?

It is ludicrous to have a private school and a public school on the same site. It will not work!! By cramming the existing Doubleview PS onto the football oval and having them share a soccer pitch with ISWA, Doubleview PS has already been compromised too much. From the plans, ISWA is getting the lion's share of the site plus all the new buildings. A large portion of the fully grown trees that the students' have planted over the last 60 years will go and the play areas that the school worked hard to create over the years will be 'taken over' by ISWA. The City of Stirling has

already been approached to see if Doubleview PS can hold sports carnivals and so forth on their ovals as they already know that the current remaining oval is too small. It leaves no room for Doubleview to expand and enrolments are rising. If ISWA relocates to the site, it will be taking over, not co sharing the space. I thought the priority should be to public schools, not an International private high school.

It's been stressed that the two schools will be kept separate by big fences but one of the points that convinced the JDAP to allow the new school to go ahead was that Doubleview will be able to share the gymnasium and hard courts. You will have to have two very understanding Principals continually co-ordinating their timetables and curriculums and as ISWA is a private school with parents paying high fees for their children to attend, they of course will have priority over the facilities. No other school in the state has to share fundamental facilities with another school, let alone a private International one. ISWA has nothing to do with the state government and works from the northern hemisphere calendar and curriculum so will have little concern about the needs of Doubleview Primary. Why should Doubleview PS students be penalised about what they can do and when? Having to share the small oval – a fundamental part of school life, will also create a lot of cross over time between schools. Ovals are not just for designated sport time – they are for lunch and recess times, spontaneous continuous cricket times for a restless class, before and after school times and on the weekends. Having the high school there, will definitely mean that oval times will be broken up into regimented time slots. All the children from both schools will be mixing to some extent – even if it's only before and after school. This is DEFINITELY NOT IDEAL!!

By having two schools on one school site and a high school at that, it will cause over crowding, excess traffic problems and rob our children of the primary school experience that they are entitled to and deserve. One that is carefree and one that makes them proud of their school and gives them ownership of their space instead of feeling like they are constantly sharing a space with another school with older students and fighting for a place to learn and play.

The plans for Doubleview PS and ISWA coexisting, clearly are inadequate as they don't allow for extra growth, they have cut the play space to a quarter of the space they are used to and they will be sharing an oval. The schools will be fenced in like a prison which means they won't be able to use the oval or basketball courts after school or on weekends and as the ISWA works from the Northern hemisphere calendar year, there will always be students at the school, so this will be a year round problem. The community has already lost the use of one oval and now will lose access to the remaining oval, playgrounds, basketball and tennis courts. Green spaces are so important so do not let them infill what little we have left in the community. Keep the existing Doubleview Primary School buildings and facilities for further growth from Doubleview Primary and say NO to ISWA moving to the Doubleview PS site!!

Yours Sincerely,

[REDACTED]

From: [REDACTED]
 Sent: Tuesday, 27 June 2017 3:36:25 PM
 To: Stirling
 Subject: DA17/0902

Ref: Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

Attention : Director of Planning Ross Povey, Mayor Italiano, and the CEO of the City of Stirling,

I'm a resident of St Brigid's Terrace, Doubleview, and a parent of 2 children at Doubleview Primary school. I am writing to request the City of Stirling support the residents of Doubleview's **OPPOSITION** to the application to relocate the International School of WA (ISWA) to the Doubleview Primary School site.

The grounds on which the City of Stirling MUST oppose this in support of their residents are;

1. The application and **proposed relocation severely impacts the amenity of the suburb**. Currently Doubleview has well below the required amount of open space and whilst this facility is housed on education dept land, the council should be requesting it be ceded to council to ensure Doubleview has some open space left. Losing this oval will result in less than 2% of space being active open space. That is completely unacceptable and runs counter to LCP scheme 3.
2. The planned development is located on land zoned for a primary school. **The ISWA school is zoned K12 and the relocation means the land must be re-zoned to accommodate high school students**. This should not be permitted as it impacts the well being of our primary school children with no plan to manage separation in place!
3. The planned 2 story new buildings on the north/east corner of the site will overlook residents yards. This restricts privacy and does not meet the standards set out in building guidelines. **The windows on the 2 storey building on St Brigids tce/Flamborough st appear to provide clear site into residents back yards – creating privacy issues and against planning guidelines!** The windows should restrict view and be above eye level.
4. **The proposed traffic management plan severely understates the issues created by further traffic in already overloaded access roads** – particularly St Brigids tce which is at/over capacity. Given this is the suggested entry to ISWA – the access road cannot handle the 'actual' traffic.

5. The site is undersized to cater for that many students (900) on a 5.7ha site. The RAR is mis-representing the MRS school size guidelines by suggesting they only relate to 'new subdivisions'. It will just lead to more overcrowding in our schools!

Given that you are paid and elected to uphold the local planning scheme (which states to protect Doubleviews lack of open space and Amenity) AND act in the best interest of ratepayers, we expect your strong support in opposing this matter.

Regards,

[REDACTED]

From: [REDACTED]
 Sent: Tuesday, 27 June 2017 6:40:11 PM
 To: Stirling
 Subject: DA17/0902 - comments regarding the proposed relocation of ISWA to Lot 7932 Doubleview Primary School

Dear DAP and City of Stirling

I am writing to express my concerns about the construction of the International School of Western Australia (ISWA) on Lot 7932, Doubleview Primary School (Ref: DA17/0902).

I am opposed to this relocation of ISWA for a number of reasons:

Firstly, the impact that this redevelopment would have on a number of trees in the space. This relocation would effectively take away land that has been operating as public open space for the last 60 – 70 years. Doubleview and Scarborough already have a significant lack of public open space with just 2.44% and 4.64% respectively. This falls well short of the 10% recommended provision by the State's Liveable Neighbourhoods. We need to be conserving and restoring green space to the area – not removing more! I note that in your information letter to local residents (dated 7 June 2017) you have commented that "various landscaping..works... including garden areas and nature play spaces.. planting of new trees" would be included in the proposal. Somewhat ironic, given that you will be removing trees and the chance to restore the green space that was lost when Doubleview Primary School was relocated to John K Lyons Reserve (a move that was widely opposed by the local public, who were completely ignored and steamrolled by a process that lacked transparent negotiation, but I won't go into my thoughts on that!)

Secondly, ISWA is not going to benefit local students. I acknowledge that there is the need for another public school in the area, to cater for the large population and alleviate over-crowding at Churchlands SHS, however ISWA is simply not the solution. As an experienced high school teacher, I am concerned that the City of Stirling has been marketing ISWA as a viable option for local students. ISWA does not offer ATAR courses, which is the preferred option for local students who are aiming to achieve entry into Australian universities. Whilst I appreciate that the International Baccalaureate Diploma and Advanced Placement Programs are great options for international students and those seeking entry into universities overseas, they are not going to benefit the majority of our local students. Given that the new State Government has scrapped plans for a new secondary school in City Beach anyway (something that is actually needed), why does ISWA need to move? Why can the school not simply be renovated at its current City Beach location? Until the City of Stirling and DAP can provide Doubleview residents with an acceptable answer to this question, they will meet community opposition and resistance at every turn.

Finally, the site is simply too small to fit ISWA and Doubleview Primary School (and share facilities, like the one oval) and a move will result in further traffic congestion and chaos for local residents. Ewen Street and St Brigid's Terrace are already very busy roads and becoming increasingly dangerous.

In addition, I am concerned about the 2.1 metre high garrison fencing, described in your proposal – visually unattractive. The addition of 80 new car bays and movement of high school students is also concerning with regards to security. I would hate to see an increase in crime and antisocial behaviour in our quiet community.

At the end of the day, the local residents receive nothing from this proposal. We lose the opportunity to restore much-needed green space, we have to deal with increased traffic, possible crime, a loss of property value, the loss of views, loss of local wildlife and an over-crowded site shared by too many students. Please stop trying to sell this to local residents as an opportunity for local students when this is simply not the case. I implore you to listen to my concerns, and all the other comments you receive from concerned constituents – we have the right to oppose this poorly thought out and simply unnecessary proposal.

Kind regards,

[REDACTED]

[REDACTED]



[REDACTED]

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 Please consider the environment before you print this email.

From: [REDACTED]
Sent: Tuesday, 27 June 2017 7:56:32 PM
To: Stirling
Subject: DA17/0902 Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

DA17/0902

Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

I write to you as a concerned resident of the Doubleview community. I fear the proposed relocation of the International School of Western Australia, (ISWA) and subsequent loss of green space at Doubleview Primary School will be regretted for many years to come. It seems even more absurd that the relocation of ISWA from City Beach to Doubleview should continue now there are no longer plans to redevelop the existing ISWA premises.

Currently the green space at Doubleview Primary provides a fabulous outlet for energetic children to play, residents to exercise and native animals to live. Recently the critically endangered Red Tailed Black Cockatoo have been visiting the School trees. After school and on the weekend the ovals are well utilised by children playing and riding bikes and adults exercising and walking dogs.

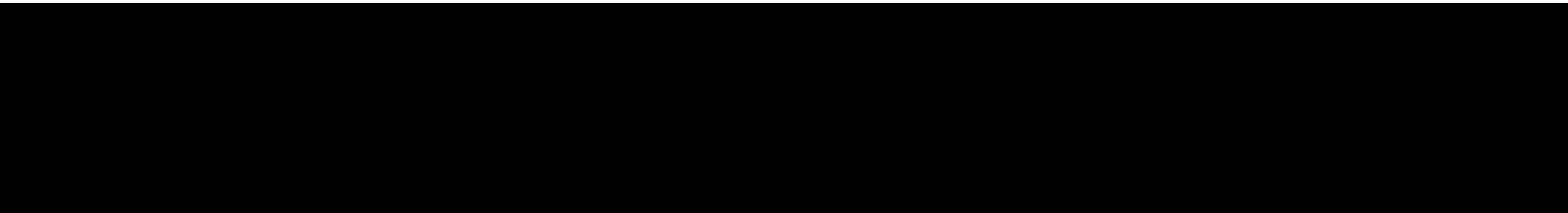
In light of the obesity epidemic plaguing modern Australia I think that any plan that seeks to limit school aged children's need to move or access to spaces to run and play should be considered against the public interest. It is most certainly against the intent of The Department of Planning's, Liveable Neighbourhoods scheme. The planned revised oval space for Doubleview Primary is severely limited and will not be large enough to cater for the most popular of school sports such as Soccer, Cricket and Australian Rules Football. The school will also be fenced and this may potentially limit community access to the oval. Instead of the proposed building of a new ISWA facility I think it would be in the community and Primary School's interest to see new landscaping of the old Doubleview Primary site or the creation of community sporting facilities there instead.

Traffic around Doubleview Primary School is already incredibly busy. Every day parents are forced to park illegally on the school grounds and up side streets as there are not enough parking bays to cater for the school's current population. As the trend for lane-way subdivisions continue the traffic congestion will only worsen. More cars on the road will make it less safe for families to walk or ride and even more people will be inclined to drive children to and from school exacerbating the existing traffic problem. The traffic study and new parking plans used to assess the feasibility of the development is flawed as it does not allow for the full capacity of 600 students attending ISWA.

Please consider my objections to the proposed redevelopment of the Doubleview Primary School site and fight for the future of green space for our community.

[REDACTED]
Yours sincerely

[REDACTED]



From: [REDACTED]
 Sent: Tuesday, 27 June 2017 8:57:08 PM
 To: Stirling
 Subject: DA17/0902

DA17/0902

Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

I write to you as a concerned resident of the Doubleview community. I fear the proposed relocation of the International School of Western Australia (ISWA) and subsequent loss of green space at Doubleview Primary School will be regretted for many years to come. **It seems even more absurd that the relocation of ISWA from City Beach to Doubleview should continue now there are no longer plans to redevelop the existing ISWA premises. Why is \$15 million of tax payer money being spent on a school for private use whilst Doubleview Primary is being squashed onto a small space and sharing an oval with a private school? This simply isnt good enough for our children and for the community. I urge the WAPC to reject this proposal and the ISWA should remain at City Beach since the site is not going to be used as a High School for the Western Suburbs.**

The residents of this community choose to live in the area because of the quiet community, this will not be the case with 2 schools sharing one site. The roads at the moment struggle to handle the traffic on busy school days and voting days. This will only increase on a daily basis with the increase in car numbers. Parking is already a problem, the additional car bays are not going to alleviate this when there are 2 schools on one site.

We are a society that is concerned about the carbon footprint and yet building two new schools with no proper transport network seems crazy and inviting extra cars to the an area that will only continue to bottleneck between the schools and surrounding roads. More cars on the road will make it less safe for families to walk or ride and even more people will be inclined to drive children to and from school exacerbating the existing traffic problem. **The traffic study used to assess the feasibility of the development is flawed as it does not allow for the full capacity of 600 students attending ISWA.**

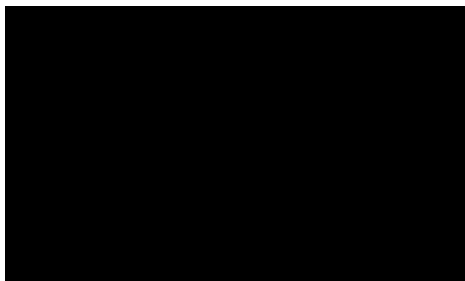
As infill housing is allowed in the Scarborough/ Doubleview area, and new houses are built with very little outdoor space, public green space becomes increasingly important. The green space at Doubleview Primary provides a fabulous outlet for energetic children to play, residents to exercise and native animals to live. **After school and on the weekend the ovals and school grounds are well utilised by children playing and riding bikes and adults exercising and walking dogs.**

In light of the obesity epidemic plaguing modern Australia, any plan that seeks to limit school aged children's need to move or access to spaces to run and play should be considered against the public interest. It is most certainly against the intent of The Department of Planning's, Liveable Neighbourhoods scheme (2015). The planned revised oval space for Doubleview Primary and the ISWA to SHARE is severely limited and will not be large enough to cater for 2 schools with sport classes, recess and lunch time play whilst keeping the schools students separate. The school will also be fenced and this may potentially limit community access to the

oval. **Instead of the proposed building of a new ISWA facility, this space should be made available to sporting groups with the creation of community sporting facilities instead.**

Please consider my objections to the proposed redevelopment of the Doubleview Primary School site and fight for the future of green space for our community.

Sincerely,



From: [REDACTED]
Sent: Tuesday, 27 June 2017 9:27:25 PM
To: Stirling
Subject: reference number DA17/0902 Public Comment ISWA

Reference number: DA17/0902

Open For Public Comment

Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

To Whom It May Concern,

I am writing this letter as a concerned local resident and parent of a child at Doubleview Primary School (DVPS).

I am absolutely opposed to the development of the International School of WA (ISWA) at the Doubleview site. Ideally the land would be given back to the community in the form of green open space and much needed playground and outdoor sporting facility such as courts or skatepark for the area. This would give our youth a local accessible place to exercise and play.

Instead the residents and rate payers of the area have a public school that is on a smaller foot print with less open space and share facilities, than a private school that is being paid for with tax payer money.

The Sports Athletics Carnival for DVPS will be held on the small oval this year, which is an all day school community event. Concerns are being raised about how the event will fit on the reduced space. The oval space will shrink further when ISWA encroaches on the space where the current nature play and cricket pitch are. DVPS will no longer be able to hold this event onsite.

There are also problems with the proposal itself.

- **600 students not 350**

The current proposal states that the parking and traffic analysis allows for a maximum of 350 students. The principal of ISWA stated at a public meeting at the Scarborough Civic centre in 2016 that the projections of the school are for 600. The parking and traffic analysis should therefore allow for 600 students.

- **Doubleview Primary School needs direct, unobstructed access to shared facilities.**

There are shared facilities of the proposed Government Building of a Gymnasium, Tennis Court and Cricket pitch that are to be shared with DVPS. How will the children access these if they are surrounded by 2.1metre garrison fence? Will the children be walking around the block and through the ISWA school to access facilities, which would greatly eat into the time they would have allocated to use these shared areas.

- **Removal of Mature Trees**

Mature Trees cannot simply be replaced. The City of Striling is loosing so many mature trees as suburbs are in-filled and blocks subdivided. This makes it more important for Government buildings to maintain the mature trees.

Yours Truly,

[Redacted Signature]

From: [REDACTED]
 Sent: Wednesday, 28 June 2017 2:24:20 AM
 To: Stirling
 Subject: Public Comment - DA17/0902

REGARDING: DA17/0902

Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace,
 Doubleview

Dear Sir / Madam,

We are local residents (living at 234A Hancock Street) and have two young children, one of which already attends Doubleview Primary School.

Although we don't oppose the move of ISWA to the Doubleview Primary School site, we have two significant concerns in regards to the proposal:

1) The proposal eliminates the option for an expansion of the Doubleview Primary School in the future. Considering the imminent planning changes along Scarborough Beach Road which will allow multi-storey residential developments along the side of Scarborough Beach Road additional to the continued infill developments in the intake area for the Doubleview Primary School it can be expected that the demand for the school will significantly increase in the near future. With the use of the majority of the site for ISWA, the additional demand for the primary school will not be able to be accommodated within the remaining school grounds. This in turn is likely to increase demand for other primary schools in close proximity. Considering the additional increased pressure on the local schools from the high density Scarborough Redevelopment Area (MRA) the proposal to use the Doubleview site for ISWA appears very short sighted. If not reconsidered this proposal is likely to result in significant further public expenditure for primary schools in the area in the future to be able to cater for the future demand.

2) We strongly oppose the proposed high fences and gates around the entire facility.

As stated on the City of Stirling website and confirmed in the drawings the plan includes to fence the entire area between new buildings with a 2.1m high garrison fence and gates.

The current Doubleview Primary school is not fenced, other than with some child safety fencing in selected areas, and appears to have only minor issues with this situation. The current school grounds are regularly visited outside of the school operating hours by numerous local residents with their children who appreciate and use the school grounds and adjacent ovals for recreation, sport, dog walking and play. Locking up both schools after hours will create a large security vacuum inside our community oriented suburb and take away the opportunity to use the park facilities in an around the school for the local residents.

In talking with another local resident, David Wray, who was the previous Director of the WA Office of Crime Prevention, he agreed with our concerns in regards to the proposed fencing of the school. He advised that the state governments own guidelines should encourage other means of security. Please refer to the following document on the Planning Departments Website: https://www.planning.wa.gov.au/dop_pub_pdf/DOCguidelines.pdf

The document is quite substantial, but was summarised by David Wray as follows:

Crime prevention through environmental design (CPTED) is based on five design and usage concepts:

*surveillance;
 access control;
 territorial reinforcement;
 target hardening (security measures); and
 management and maintenance.*

For schools, guidelines would include a focus on encouraging facility usage - for example, sports and after school classes, better lighting and surveillance and involvement of local community. The previous government actually had a policy and funding encouraging greater use of schools as community hubs, not 'shutting them down'.

These guidelines are still current in WA and many local governments, including City of Stirling, have integrated them to planning schemes: <http://www.stirling.wa.gov.au/development/Projects/Regional%20open%20space%20master%20plans/Public%20Open%20Space%20Strategy.pdf>

Throughout my own work experience as a Project Leader in various Architectural Practices me and my wife have also gained substantial first hand experience with schools, which informed our opposition to 'security' fencing as they don't appear to provide an effective way to deter serious vandalism or crime in schools.

Below we have summarised the key issues with the proposed fencing:


- Fencing a school, particularly after hours, will create a security vacuum right in the middle of our suburb. Fenced schools are still regularly subject to vandalism and once undesirable people have jumped the fence they can be certain that no-one will disturb them as the general public will have no access the school grounds. In contrast passive surveillance by the local community visiting and using school grounds is a very effective way to minimise vandalism and criminal activities. Together my wife and I have worked as project architects on over 10 public primary schools in the northern suburbs, the Swan Valley , the Hills and in the City of Rockingham. Out of these schools the only school that did not report regular vandalism and break-ins was the one school that was not fenced and regularly used by the public after hours for recreational activities. Even worse, some of the 'secure' school grounds were reported to be regularly used by drug dealers to go about their business as they were sure that no-one would notice and disturb them once they had entered the school grounds. Even though our suburb is arguably different to some of these areas and I don't expect that problems would arise to the same extent, it shows that fencing can create a security vacuum rather than provide security.
- The architecture office I am working in as a Project Leader, has recently completed the documentation of the new primary school for Hale School. The new school is now under construction. It never had and will not have any high security fences. Since Hale is one of the most prestigious private schools in WA, the facilities and equipment in the school are likely to be of at least similar value of what would be anticipated for ISWA in Doubleview. The project architect for Hale School advised me that most of the private schools he has worked on don't support high security fences and understand that passive surveillance, good lighting and good design are the most effective way of security for their valuable assets. The design for the primary school in Hale has only low level child safety mesh fences similar to the ones already in place in the existing Doubleview primary School. In Hale these fences will be deliberately screened with vegetation and the gates will be left open for the public after hours. Hale is in close proximity to Doubleview Primary School. Therefore the local community and demographic is very similar and security issues with vandalism, drugs etc would also be expected to be similar. The Department of Educations blanket approach of fencing all new schools should therefore not be accepted by the City of Stirling.
- The City of Stirling's own community facilities are not fenced in the proposed way and I don't think that the City should accept that the schools in the suburb should be fenced in the proposed way.
- The children in this school will be contained by a fence that for their size will appear prison like. This sends the entirely wrong message to our children. To make sure the children are safe low level mesh fences are entirely sufficient.
- The friendly and child appropriate appearance of the existing school facilities will be lost. As an example our daughter was already very excited about 'her' school when she was only 2 years old, which was obviously long before she even started school. When she was finally old enough to attend Kindy, she was looking forward to starting school and could not stop taking about it. We are sure that the positive association and feeling about the school was mainly because she loved going to the school grounds with us and she associates the school until this day with the playgrounds, the ovals and the tennis courts etc. Now that the new Doubleview PS is already going to be fenced, ISWA could provide a point of difference by a more open and inviting approach.
- A 2.1m high garrison fence is visually appalling and creates an appearance that we are sure is not desired or in line with the generally progressive planning principles within the City of Stirling.

- The fenced school will be closed to the public outside of school hours, which will make the school grounds inaccessible to all school children and local residents.

As the City would be aware from their own facilities there are many ways to increase security in and around community facilities, but high fences are usually not the most effective deterrent for undesirable elements and activities.

In lieu of the proposed 2.1m Garrison Fence we would propose and support a 1-1.2m high mesh fence with childproof gates for the ease of supervision for the teachers and the safety of the children. During operating hours this fence would also deter strangers from just wandering through the school, but would still allow the parents and the local community to access and utilise the school grounds and playgrounds after hours.

We hope that the City agrees with our proposal and rejects the proposed high and invasive fencing.



From: [REDACTED]
Sent: Wednesday, 28 June 2017 10:35:14 AM
To: Stirling
Subject: Comments - Proposed Educational Establishment - International School of Western Australia (ISWA) Ref DA17/0902

Ref: DA17/0902

I live at 105 Ewen Street Doubleview, directly opposite the oval on the development site and have the following feedback regarding the proposal:

1 I have concerns whether the planned available parking (especially with a large number of 'older' international students who will have cars) will be sufficient. Although the Education Department plans to stagger start and finish times there will always be occasions when these times overlap (the staggering is only 20 minutes). My concerns are not just about myself as an affected resident but also about the safety of children and parents who live within this community. Many walk to and from school and use the oval outside of school times.

2 I have a similar concern regarding the impact of an increase in traffic volume around this proposed site. Ewen Street is a busy road already and many students cross this road on their way to school, to the park and to play. I would request that there is an increased focus on the safety of the surrounding roads, including perhaps a reduction in allowable vehicle speeds. As this school is planned to be part of a community it is imperative that the safety of pedestrians is taken into account.

3 Will there be an increase in public transport around this new development to support the proposed number of 'older' students travelling to and from school?

I would ask that the WAPC and the JDAP focus on the fact that this area is a 'community' with parents and children walking to and from the school, and members of the community using the oval and surrounding streets at all times. The impact of this development on their safety is critical.

Kind Regards

[REDACTED]

From [REDACTED]
 Sent: Wednesday, 28 June 2017 11:49:16 AM
 To: Stirling
 Subject: Comments re Development Application REF: DA17/0902

To The Chief Executive Officer,

I am both a parent of Doubleview Primary School and a local resident and I am strongly opposed to the proposal to relocate The International School of Western Australia (ISWA) onto the Doubleview Primary School (DPS) site. I note that submissions can be sent through to the City of Stirling, so please review my opposition points...

- 1) TREES – The City of Stirling has recently pushed for a fantastic program called “Urban Forest Strategy” where you are looking to form solutions to reduce urban tree loss. Has the City of Stirling noted the number of large established old trees that will be culled if ISWA relocates to the Doubleview Primary School site? We have already lost 12 large Tuart Trees on our Primary School site, as tragic as this loss was, it is a very small amount compared to the 40+ trees that are earmarked to be cut down. These trees support large local fauna/birds, provide the community with beautiful shade and not to mention reducing CO2 emissions. Culling these trees is in direct opposition to the City of Stirling’s current Urban Forest strategy.
- 2) OPEN SPACE REDUCTION - Doubleview Primary School has already lost one large oval and we are reduced to using only one small oval. If ISWA move onto the site, our primary school will have to 'share' the one oval left, which will reduce our use dramatically as ISWA have different start/finish times and different holidays and after school sports commitments. Currently this oval is used also for the general community both before/after school and on school holidays. This will also directly affect the community at large negatively.
- 3) TRAFFIC The school traffic situation is already chaotic and extremely busy at school drop off/pick up times. Putting more students on this site will make this situation worse, even dangerous. Currently Ewen St and St Brigids Terrace are extremely busy tributary roads into the heart of Scarborough and with the infill projects that are being developed (high rises at the beach), this will already put extra pressure on these roads even without the ISWA being established. This point is compounded by the number of students that ISWA intends on hosting on the school site which leads into my next point...
- 4) SCHOOL NUMBER DISCREPANCY There appears to be a big discrepancy between the numbers of students that ISWA intends on having at the school. The ISWA Principle stated at a meeting I attended last year that she intends to host up to 600 students at the new ISWA site, whereas the proposals only state 350 students. This is a major discrepancy which can have major effects on traffic etc I am cautious that this may not be the only ‘discrepancy’ involved in this ‘deal’.
- 5) Why would an international school be placed in a local suburb? Shouldn't it be accessible for all communities if it was truly an “international” school? I understand that ISWA mainly supports families of large international companies such as RIO, Chevron, as they house their international families in

rentals in City Beach & don't want to move far from there... it seems to me that this relocation and new school is a back room deal that these companies have made with the government & political parties (who are funded by these influential people/companies). Maybe I'm too suspicious, but it seems to me that the local resident who all this will affect have little say on the outcome, no matter how much we comment. Hopefully you can prove me wrong?

On a positive note, I do have a solution which should make everyone happy (although this is out of the city of Stirling's direct authority)... Maybe the WA Govt could move ISWA next to the newly proposed school in Subiaco (Kitchener Rd site) or the Government can still build their school in Perth City above the Train station and give it to ISWA?

Although the new primary school is a reality and we have lost an oval, many trees and public open space, we can still recover the land at the "old/current" school site and maybe re-purpose it for good community use – so many possibilities that will benefit, not only our Primary School, but the local community, the environment and the local birds/fauna.

I had been in contact with the City of Stirling previously when the submission to build a new primary school on our top oval and unfortunately the response I received from our local government was the situation was "out of their control" and it was only up the Education Dept of WA. I found this response to be an easy way out as I believe the City of Stirling should stand up tall and be heard in relation to developments that affect their residents and community.

Kind Regards

From: [REDACTED]
Sent: Wednesday, 28 June 2017 10:14:20 AM
To: Stirling
Subject: RE: Comment on Proposed Educational Establishment - ISWA

To the Development Assessment Panel,

As home owners of [REDACTED] we strongly object to the proposed private educational establishment for the following reasons:

- 1) Increased noise to our home;
- 2) Increased traffic (to an already very busy residential road);
- 3) Safety issues as my young children will be exposed to more traffic;
- 4) Safety issues as my young children will be exposed to older youths;
- 3) Lack of local park space within walking distance; and
- 4) Lack of play ground space for my young children.

Yours sincerely,
[REDACTED]

From: [REDACTED]
Sent: Wednesday, 28 June 2017 12:39:41 PM
To: Stirling
Subject: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

Hi,

I moved to Doubleview because it is a desirable place to live. It is well established with plenty of green space, trees, amenities etc. Planning changes have meant nice large lots have been split into 2 or 3 lots, trees and vegetation is stripped, more and more cars are parked in the roads as they don't have room for more than 1 car on their small drives and generally the place has become busier. Doubleview is becoming less and less desirable.

By taking away Doubleview oval you are taking away more of that desirability and some peoples only access to a garden - they don't have room for one at their house because the lots are so small now. Once green space has gone it will never come back.

Driving through new suburbs further north at the weekend, the place was sterile. All you can see is rooftops and roads, zero desire to live there!

I appreciate that you need to find space for more housing and schools to accommodate people, but you are ruining the area for the current residents in the process. I'm from England originally and Aussies would always joke that no one has back yards in England which is why we are bad at cricket. Well, I lived in an apartment in England that had a bigger backyard than anywhere I've lived here in Perth. How's the Aussie Cricket team doing?

Not to mention the traffic increase in the local residential roads, the small space left behind for the kids to play on, etc etc.

Turn the current school into green space once the new one is ready.

Regards

[REDACTED]

From: [REDACTED]
 Sent: Wednesday, 28 June 2017 2:33:15 PM
 To: Stirling
 Subject: RE: DA17/0902

Ref: Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

Attention : Director of Planning Ross Povey, Mayor Italiano, and the CEO of the City of Stirling.

I live near the Doubleview Primary school and have 2 children in year's one and kindy at Doubleview Primary School.

The City of Stirling must support the residents of Doubleview and **REJECT** the application to relocate the International School of WA (ISWA) to the Doubleview Primary School site.

The grounds on which the City of Stirling **MUST** oppose this, and support the residents of Doubleview, are;

1. The planned development is located on land zoned for a primary school.

The ISWA school is zoned K12 and the relocation means the land must be re-zoned to accommodate high school students. This should not be permitted as it impacts the well being of our primary school children with no plan to manage separation in place!

2. The planned 2 story new buildings on the north/east corner of the site will overlook residents yards!

This restricts privacy and does not meet the standards set out in building guidelines. The windows on the 2 storey building on St Brigids tce/Flamborough st appear to provide clear site into residents back yards – creating privacy issues and against planning guidelines! The windows should restrict view and be above eye level.

3. The application and proposed relocation severely impacts the amenity of the suburb.

Currently Doubleview has well below the required amount of open space and whilst this facility is housed on education dept land, the council should be requesting it be ceded to council to ensure Doubleview has some open space left. Losing this oval will result in less than 2% of space being active open space. That is completely unacceptable and runs counter to LCP scheme 3.

4. The proposed traffic management plan severely understates the issues created by further traffic in already overloaded access roads

Particularly St Brigid's Tce which is over capacity. Given this is the suggested entry to ISWA – the access road cannot handle the 'actual' traffic. You must also consider the impact of the additional development that is happening in and around the suburb, including the foreshore redevelopment and the shopping centre development. A significant increase in traffic in the area will result because of these developments.

5. The site is undersized to cater for that many students (900) on a 5.7ha site.

The RAR is mis-representing the MRS school size guidelines by suggesting they only relate to 'new subdivisions'. It will just lead to more overcrowding in our schools!

Given that you are paid and elected to uphold the local planning scheme (which states to protect Doubleviews lack of open space and Amenity) AND act in the best interest of ratepayers, we expect your strong support in opposing this matter.

[REDACTED]

From [REDACTED]
[REDACTED]
To: David Banovic
Subject: Re: submission email for ISWA

Hi David

Many thanks for your prompt response to my request..

Please attached submission to the ISWA Development Application which is the C of S
DA17/0902

On Wed, Jun 28, 2017 at 3:36 PM, David Banovic <David.Banovic@stirling.wa.gov.au> wrote:

David Banovic
Planning Officer
Planning Approvals

 <http://www.stirling.wa.gov.au/emailimages/150>

25 Cedric Street Stirling 6021 WA
Phone (08) 9205 8475 | **Mobile** | **Facsimile** (08) 9345 8822
Email David.Banovic@stirling.wa.gov.au

 https://www.stirling.wa.gov.au/emailimages/CSV_NAIDOC_Event_ESignature%20HTML_375x75_2017_APR.jpg

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ISWA DEVELOPMENT ASSESSMENT PANEL DOUBLEVIEW PRIMARY SCHOOL DA 17/0902

SUBMISSION BY [REDACTED]

EMAIL CONTACT : [REDACTED]

BACKGROUND.

I have been resident at the above address since 1975 ie 42 years. My house is on the intersection of Ewen Street and Flamborough Street. That means I only have to cross the street to be on the Doubleview Primary School site. My wife, Laurie, and I have two children who attended Doubleview Primary School(DVPS) from Kindergarten to the end of Year 7. When our children attended DVPS we were both actively involved in supporting school activities. I am a former President of the DVPS Parents and Citizens Association.

I am extremely disappointed that little, if any, community consultation has been undertaken with regard to the ISWA proposal. This is consistent with the flawed approach to the development process undertaken with the development of the now under construction new Doubleview Primary School.

If the Stirling City Council, the WA Education Department and the previous WA Cabinet sought and obtained the views and extent of local knowledge from people resident in the area serviced by DVPS, before the development application was compiled, a far better outcome could have been achieved.

If approval is granted by the Development Assessment Panel for DA 17/0902 it will be a mistake. I will outline my objections to any approval being given below.

OBJECTIONS TO DA 17/0902 BEING APPROVED .

1. Student Numbers

The ISWA information is inaccurate in relation to anticipated student numbers and is inconsistent with the combined design capacity of 900 for both DVPS and ISWA. The number of anticipated students for ISWA is only 350 students . The principal of ISWA in an interview on ABC radio and at public meeting stated that ISWA was aiming to grow to 600 students . I heard that interview. The principal repeated that number in a public meeting held at the Scarborough Community Centre on Saturday 19 November 2016. I attended that meeting. ISWA marketing plan information is also consistent with the 600 figure. ISWA marketing is based on its competitive advantage of teaching the International Baccalaureate (IB). ISWA marketing increasingly is targeting the parents of long term WA residents. The combined anticipated number of students DVPS and ISWA is 1050 students and not 900.

The above inaccurate information has clear negative implications for the capacity of the combined schools to cater for demand; increased pressure on optimum student access to the school oval in the south western side of the school s' site; traffic flow and management and pressure to increase the building footprint of ISWA.

In conclusion the basis for the ISWA development application is flawed and the application should be refused.

2. Demolition Plans

The T&Z Architectural Drawings for demolition of some of the existing DVPS buildings and the areas surrounding them indicate a major reduction in the utility of the site to students, staff, sporting groups and currently the public who have unfettered access to the school grounds. Public access to the site will be lost because of the erection of a garrison fence surrounding the ISWA premises.

Much of the area scheduled for demolition has negative local community implications. These include the lack of availability of netball courts for netballers which are used after school hours by approximately 200 people, most of whom are juniors; destruction of DVPS heritage and the destruction of mature trees and shrubs which provide scarce local habitat for birds, insects and pollinating bees.

The reduction in public utility of the ISWA proposal are grounds for rejection of the ISWA application.

3. DVPS School Heritage

I am unaware of any plans to preserve the heritage of DVPS. Examples of heritage which must be preserved include the photographic records held in existing DVPS offices, corridors and classrooms; signage recognising the many years of outstanding service to DVPS and its students by teachers John K Lyons and Val Gough; the memorial plaque to Ben Spriggs who was one of the very best friends of my younger son and his classmates; the fountain in the north east corner of the grounds where the new high school element of ISWA buildings are scheduled to be built and the mural painted by leaving 2015 students of DVPS commemorating the final year Year 7 students attending primary schools.

Unless plans for the preservation of these and all other heritage items identified by previous students, parents and teachers are documented and in place the ISWA application should be rejected.

4. Protection of On- site Trees.

I can find no mention in the ISWA application that any consideration has been given to Australian Standards for the Protection of Trees on Development Sites. This is a major factor which was not considered in the approval of the plans for the new DVPS which is presently under construction. The lack of an independent report based on the Australian Standards for the new DVPS was a serious dereliction of responsibility by the applicants and the Development Assessment Panel.

From an examination of the ISWA plans prepared by T & Z Architects there are 34 trees over 9 metres in height which are scheduled for removal . All trees of this size can be classified as mature trees. In addition there are approximately 40 other existing smaller on-site trees scheduled for removal. The comments about replacing trees in the ISWA application is an example of tokenism compared with what is being lost.

The removal of so many mature and smaller trees contradicts the philosophy of the City of Stirling Tree policies.

The Development Assessment Panel, the Education Department and ISWA must commission and receive a publicly available independent report on the Protection of Trees before any consideration is given to assessing the ISWA application.

5. Public Consultation

I am unaware of ISWA and the WA Education Department planning to hold any public consultation meetings on the ISWA development application before the application is considered by the North West DAP.

It was clearly demonstrated in the only public meeting relating to the 2016 new DVPS application held on 19 November 2016, that the politicians attending had little understanding of the issues concerning people with a close association with the school, with local residents and people with knowledge of the broader issues relating to demography, planning and the siting of new secondary schools. As an example there was a lack of knowledge of alternatives to the development of the DVPS site.

I would not want to see the same errors and mistakes made again.

Public consultation meetings need to be held before the North West DAP meets to consider the ISWA application.

6. Traffic Assessment and Traffic Management.

No traffic management plan has been put forward in the ISWA application. This is the same as for the new DVPS proposal which was approved by the North West DAP.

A traffic management plan needs to consider many matters relating to the ISWA proposal. These include the existing and foreseeable increasing use of Ewen Street and St Brigid's Terrace as alternatives to Scarborough Beach Road; the increased traffic that can be anticipated once the currently under construction new Scarborough beach recreational and community based precinct is completed; the ever increasing population growth due to zoning changes in the vicinity of the Scarborough Beach area; the increased number of tourist and local WA based tourist who will visit Scarborough; the increased students numbers at DVPS and at ISWA; the overlap due to the earlier start and finish of DVPS student movements with commuter traffic and the later start and finish of ISWA students with commuters and the likely increase in public transport servicing students to DVPS and ISWA.

It is essential that a traffic management plan be produced before the ISWA application is considered.

7. Recent Developments

The WA State Government has recently announced it will not be relocating Perth Modern School to a Peth City location. The main reason for this decision was due to the public outcry and reasoned thinking why Perth Modern should not be relocated. When making that announcement it also announced it will build a new secondary school on Kitchener Park and redevelop the Subiaco Stadium site and its surrounds.

One outcome of that decision is that there is now no need for ISWA to relocate from its present location at the former City Beach High School location. ISWA has a lease agreement to remain at those premises until 2027. The site is also located adjacent to the boarding accommodation for its students and for country based students at Perth Modern School.

If ISWA remains in City Beach the WA State Government will save the costs of building a new kindergarten to year 12 school for ISWA.

8. Alternative Proposal

As it is a fait accompli that the new DVPS will be completed and the planned early 2018 date for students to be occupying the new premises can be implemented then there is scope for consideration of new community friendly utility for the site currently occupied by DVPS.

The suburb of Doubleview has very little publicly accessible open space compared with most other suburbs within the jurisdiction of the City of Stirling. The commonly quoted figure is 3% of land. The demolition of some buildings and the removal of the numerous demountable classrooms provides an opportunity for many ideas to be explored. These include the preservation of existing trees and shrubs; the provision of new and more playground equipment; the building of large scale nature playground; the provision of an entertainment shell suitable for open air performances of theatre, dance and music; the preservation of the existing netball facilities; the creation of a community garden which could also be used for educational purposes by the students at the new DVPS and; the creation of a picnic area for local residents and the possible retention of some school buildings for use by community based organisations. Many other ideas are suitable for inclusion once the unrequired buildings are removed.

[REDACTED]

28 June 2017

From: [REDACTED]
Sent: Wednesday, 28 June 2017 4:10:13 PM
To: Stirling
Subject: Regarding DA17-0902

Dear CoS,

Please find attached my Submission on DA17-0902.

You will also note that Community feedback from Stage 1 is attached as people were comment on the ISWA component too.

I also request that the several petitions given to the City of Stirling against the school developments be handed on too.

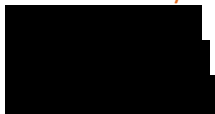
[REDACTED]

Please find my response below to DA17-0902 - Application and Plans for 193 St Brigids Tce, Doubleview.

In summary, the Education Department is completely misleading about the size development and capacity of the ISWA. If this development proceeds it will make the Neighbourhood around Doubleview Primary site less livable. The City of Stirling/locals would also suffer the costs of dealing with extra traffic that the State should be dealing with.

This development must not proceed, and that the old school grounds be handed to the City of Stirling to for converting to community use and public open space that we severely lack.

Yours Sincerely



PS – Apologies for the typos in advance.

Response to Page 1 – Application and Plans for 193 St Brigids Tce, Doubleview

3rd Paragraph States

*The proposal represents part of the Department of Education’s western suburbs schooling strategy, which acknowledges the underlying context of increasing infill occurring within the central sub-region of the Perth metropolitan area, which is placing increased demand on social and community infrastructure, particularly schools. In this regard, the ultimate development of the site as a whole represents the **provision of necessary education facilities**, and the efficient use of infrastructure within an existing developed area. This being a key feature of the WAPC’s Draft Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans.*

The development of the ISWA portion of the site does not represent the provision of necessary education facilities. ISWA currently have a site in City Beach. The area is not in an area that have low green space or subject to urban infill like Doubleview and Scarborough. There is no need to move ISWA.

Other Key features of **WAPC’s Perth and Peel @3.5 million** need to be considered.

- Like reducing car dependency (page 16) – a large portion of ISWA’s students live in City Beach/Floreat and will now have to drive to/from Doubleview. Car dependency will also increase from nearby Doubleview and Scarborough residents / parents of Doubleview Primary students as we will not have access to the shared oval/playgrounds at 3pm when Doubleview school finishes, we have to go elsewhere. Until ISWA finishes its day.
- *ensuring the regions’ environmental assets are protected (page 17).* – there has been total disregard for protecting the environment in ISWA’s site plan. Just over half the trees are proposed to be cleared, they don’t even consider May of the trees provide food for the endangered black cockatoo’s. (I have lots of pictures of Black Cockatoo’s feeding on trees on Doubleview Primary land)
- *maintaining liveability (page 18) – accommodate a significant influx of people without impacting adversely on the regions’ amenity and quality of life.*

- There is severe impact on people's lives in the area from this development is because we have a lack of public open space. **Just because a piece land is in the Education Department's name doesn't mean it hasn't been treated like public open space (Neighbourhood Public Open Space size) since Doubleview Primary's inception.** The WAPC needs to acknowledge this.
- The City of Stirling states "Doubleview and Scarborough have an overall lack of public open space with just 2.44% & 4.64% respectively (10% is the recommended provision by Liveable neighbourhoods)"
- The WAPC also needs to recognize that if ISWA is at Doubleview it will also adversely impact on the number of daylight hours that the community can use with what's left of the site. Given their earlier start time 8:15am and later finish of 3:45pm. They have also run extra curricular activities in that require ovals and they finish at 4:40pm.
- The local community also loses access to the oval during some WA public school holidays as ISWA operates on a different time table. [another cause of increased car dependency]
- Community groups like Scarborough Netball Club that train often from 3pm will no longer be able to do so and are going to be left substandard mixed use courts. Substandard in that they will be tennis court size (same goes for the basketball)
- The current grounds of the old Doubleview Primary are open not fenced of and provide
 - Thus they provide a range of playgrounds for different age groups. Once ISWA and the new Doubleview Primary are fenced off there will only be access to an older kids adventure playground at the reduced public hours.
 - Majority Kids that learn to ride bikes/scooters/skateboards on the Old Doubleview Primary grounds have no close alternative areas as the suitable surfaces on both school grounds will be behind garrison fencing.
- SPORT AND RECREATION (page 46) states
 - *Future population growth will inevitably require additional sporting and recreational facilities across the sub-regions. Ideally, these should be co-located with other uses including libraries, education facilities and activity centres, requiring an integrated and collaborative across-Government approach to planning.* – The co-locating of ISWA takes away additional sporting and recreational facilities
 - *Public open space is crucial to Perth and Peel's liveability*
 - *As a minimum, and based on principles established under the Stephenson-Hepburn Plan, 10 per cent of developed land is reserved for local public open space, in addition to regional reserves.*
- (Page 63+64) **OBJECTIVE** - *Liveable City Perth will be a city with an enviable quality of life characterised by a community which is diverse and inclusive; engaged and creative; safe and healthy.* **KEY STRATEGY** - *Further develop the Green Network –* **ASPIRATIONS AND ACTIONS** *Find innovative solutions to address the undersupply of active open space in the outer metropolitan urban areas, consistent with water-sensitive urban design.* **WHOM** - *Planning - State and local government*

If Planning were serious about the "undersupply of active open space" they would not move ISWA from an area of high public open space 50% for City Beach to an area that only has 2.44% Doubleview. OR if they had to put both schools on a combined site wouldn't you minimize the foot print and go vertical. Given that that opportunity is lost to partly address this issue as both Schools weren't assessed together due to the Education Dept. insistence to rush things we have been left with a poor outcome and a

missed innovative opportunity to possibly make things work or partially address the lack of open space.

WAPC should also consider that the Education Department
SPP7 – Design of the Built Environment – State Planning Policy 7

1.– Context and Character “Good design also responds positively to the intended future character of an area. It delivers appropriate densities that are consistent with projected population growth, and are able to be sustained by existing or proposed transport, green networks and social infrastructure.”

*3. - Built form and scale
contributes to the character of adjacent streetscapes and parks, and provides a good pedestrian environment at ground level.*

*5. - Sustainability
Sustainable landscape and urban design adheres to established principles of water-sensitive urban design, and minimises negative impacts on existing natural features and ecological processes, as well as facilitating green infrastructure at all project scales*

9. - Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction. Good design encourages social engagement and physical activity in an inclusive manner, enabling stronger communities and improved public health outcomes

Response to page 3

- Council should also note under : Approved Public Primary School – That Lies were made to JDAP panel on 25th Jan by an Education Dept. Employee Doubleview Principal G. Fisher
- The worst he stated "This was a positive for the school and the P&C and parents want this" These words were recorded by in the local paper Stirling Times. Knowing full well that it was the parents presenting against approval and that was not the P&C's position,
 - either to have it rejected or
 - rejected until full site plans for both schools could be assessed together.
- **The P&C's view** was repeatedly communicated to parents last year and this year in the run up to election as there was misleading information reported in the media **"The P&C wish to advise that it has not taken a formal position in relation to these developments, nor have we been asked to do so. "** They didn't take a position because there is so much opposition.

Response to Page 6 - Staff and Student Numbers

STATES - The international school has been designed to accommodate 350 students and 24 staff, with 310 students currently enrolled at the former City Beach High School campus. In conjunction, with the approved replacement Doubleview Primary School, the site as a whole has a design capacity of 900 students and 70 staff, broken down as follows:

Evidence to show that the ISWA schools(High and Primary) are designed for a greater capacity than 350.

- A. After reading this I queried his with the Minister of Education as the plans clearly showed a total of 28 classrooms. All the rooms excluding ISWA's two transportable (that have a total of 8 classrooms) show 24 desks/chairs a class. Certainly more than 350. More likely over 600 which matches this ISWA Principals statements of 600.

To name a few -

- *Stirling Times Page 5 (Pictured) 18/10/2016
- *ABC Local Radio Drive Program with Jane Marwick 27/10/2016
- *Community Information Session at Scarborough Recreation Centre 19/11/16. (The former Minister Collier and Departmental staff were present)

DOUBLEVIEW

School on the move

Lisa Thomas

CITY Beach's International School of WA will take over new premises in Doubleview in 2019, in a \$15.4 million deal with the State Government.

The school, which opened in 2006, was founded to teach international students, whose parents had moved to Perth for work.

This month Education Minister Peter Collier announced the State Government would provide a like-for-like facility at Doubleview Primary School, to allow for a new \$84 million secondary school for the western suburbs.

ISWA Principal Maria Coate said the deal was a win-win for the school and the State Government.

"We get a new school and security of tenure, with the option to stay in Doubleview



ISWA principal Maria Coate with some of the school's students.

d460649

until 2061," she said. "We are also going into a new and vibrant community."

The school currently hosts students from 60 nationalities and offers education from kindergarten to Year 12.

Mrs Coate said despite being aimed at international students, the school also catered to local students.

She said the school currently had more than 300 students, but a capacity for 600, and would remain at that size even after the move to Doubleview.

"Our strategic focus will remain on being an international school, but we would like to enrol local students," Ms Coate said.

- B. The Minister Ellery responded on 21/6/17 "The facilities for ISWA involve refurbishment of the existing school and construction of additional facilities that will have a maximum capacity of 350 students and 24 staff"

So what is the capacity of the 8 transportable classrooms. Surely that needs to be considered.

- C. Also if you view the following link it shows ISWA's full time staff show to be much greater than 24 staff.

<https://myschool.edu.au/SchoolProfile/Index/101358/InternationalSchoolofWesternAustralia/49142/2015>

- D. Excessive amount of Car Park provided in the plans for ISWA also demonstrates clear intention of a larger school than 350.
- E. Another clear piece of evidence that ISWA is designed to be significantly larger than 350 is if you read what an ideal International Baccalaureate class size is and multiply it by the number of classrooms.

“Implementing the International Baccalaureate Diploma Programme – A practical manual for principals, IB coordinators, heads of department and teachers” –States “A highly personalized and project-based programme such as the IBDP, there is no doubt that 15 – 20 students is the ideal student number per class, and that a class size exceeding 25 will cost the students in instruction quality (although MCB has a very original solution to cope with their classes of 25, see our Cambridge Press book).” <http://www.ib-help.com/downloads/parents.pdf>

- F. The architect was clearly asked to show a classroom that could fit 24 students, why else would they bother to show desks and chairs unless they were asked to. The same firm did the new Doubleview Primary Plans and no desks and chairs were shown there.
- G. Number of Kids in ISWA’s Kindy is 28. It is safe to assume that that number of students is expected to flow through for later years. So 14 years of schooling (K, PP, years 1-12) is clearly more than 350.
- H. ISWA advertises itself as a “small but rapidly growing school”. This statement is take from this site. ISWA is a small but rapidly growing school. Currently, there are approximately 350 students from Pre-Primary through to Year 12, representing more than 60 different nationalities. The school is currently embarking on an expansion program that will grow the number of students to approximately 600 over the next few years.
<https://www.myschool.edu.au/SchoolProfile/Index/101358/InternationalSchoolofWesternAustralia/49142/2015>
- I. The way the land is distributed between the Doubleview Primary and ISWA’s campus on a per student basis shows that an ISWA student gets twice the area. Why? They wouldn’t have divided the site as they have unless ISWA’s capacity was going to be greater than 350. On a like for like basis with Doubleview Primary, ISWA would have to have 700 students.

	Land Area (m ²)	Stated Capacity Students	m ² per student
Doubleview Primary	18000	550	32.72727273
ISWA Campus	23000	350	65.71428571

The table representing Doubleview Primary Forecasts

- Represents the fourth lot of forecasts since 30/11/16 for Doubleview Primary and represents how ill thought out the co-locating 2 Primary Schools and a High School has been.

The previous 3 stated.

-“The proposed new school has been designed to cater to 550 students, so as to appropriately cater for future growth. The Department of Education’s growth forecasts for the next 15 years indicate that 550 is a suitable student population for capacity planning purposes.” [From first JDAP Agenda MNWJDAP/161 released 6/12/2016 to student forecasts]

- Also on the 6/12/2016 – [Table From Peter Collier’s Letter 3468-205]

Primary School	2017	2018	2019	2020	2021	2022	2023	2024	2025
Churchlands	576	613	613	615	623	630	641	651	665
City Beach	156	140	127	108	109	112	116	122	129
Doubleview	423	441	455	475	493	510	528	545	563
Floreat Park	585	604	606	610	614	623	637	656	680
Highgate	658	692	720	776	833	889	946	1,002	1,058
Kyilla	305	315	331	337	344	350	357	359	365
Mount Hawthorn	863	886	894	904	914	923	933	943	953
North Perth	468	476	486	502	517	533	548	564	579
West Leederville	535	539	561	574	586	599	611	624	636
Woodlands	485	510	518	537	535	539	538	540	540

- The Doubleview figures that populate the next table were in an email dated 30/11/2016 shown in the Agenda MNWJDAP/165 – for Jan 25.

Primary School	Semester 1, 2016 K-Year 6 Enrolments	2017 Projected K-Year 6 Enrolments	2018 Projected K-Year 6 Enrolments	2019 Projected K-Year 6 Enrolments	2020 Projected K-Year 6 Enrolments
Deanmore	498	524	548	552	571
Doubleview	407	417	431	443	463
Karrinyup	473	475	464	456	437
Newborough	384	417	430	437	450
Scarborough	142	158	175	197	213
Woodlands	462	485	510	518	537
Yuluma	213	214	232	235	252

CAR PARKING AND ACCESS

- Why is excessive amount of Car Park been provided in the plans for ISWA that is clearly not needed for a school for a capacity of 350. The number of parking bays should be reduced and more trees retained especially near gym (Western Car Park). This would help ensure ISWA does not exceed their 350 capacity

School Arrival / Finish Times

- Fails to mention ISWA's Kindy class times 8:45am, 2:45pm. As this represents a third lot of arrival/finish times. Therefore surely the demand on ISWA's car parks would be spread out and this is just another point "why the excessive amount of car park?"
- The 3:45pm finish time of ISWA means Parents/kids of Doubleview Primary that finish at 3pm can't access the shared oval / play spaces. Why should Doubleview Primary families not have that same social bonding benefit that other Primary School families have? Do they expect us to hang around the buildings of the new Doubleview Primary until 3:45pm when teachers are trying to prepare class work. **THE EDUCATION DEPARTMENT HAS MADE NO EFFORT TO INFORM PARENTS OF THIS**
- That same 3:45pm finish and earlier start of ISWA also effects when locals can access that remaining oval.

Response to Page 15- Land Use

- The Doubleview Primary Site is Zoned Primary School and is in compatible with high school use.
- IT STATES "However, it is noted that the secondary school component forms only a small part of the total student population for the combined development of the international school and the approved replacement Doubleview Primary School, with only 140 (or 15.5%) of the 900 students that can be accommodated on site being attributed to the secondary school component." It is pretty obvious that this 15.5% figure is going to go up due to the number students in their Kindy/Primary years to flow through to their upper years. This is true even if their 350 capacity was to be believed. It is not rocket science.

Response to Page 16- Land Use

- IT STATES - With respect to the appropriateness of accommodating both primary and secondary aged students on the same school site, it is noted that this is a common arrangement for schools throughout Western Australia, including the following existing metropolitan schools:
 - Cannington Community College, which caters for students from kindergarten to year 10;
 - Roleystone District High School, which caters for students from kindergarten to year 12; and
 - Yanchep District High School, which caters for students from kindergarten to year 12.
- **The common arrangements it quotes are purely public K-12 schools There are of course k-12 private schools around but this isn't the situation proposed** . We have Private K-12 school that is separated into primary and high and a Public Primary school to share an oval and other sports facilities.

Response to Page 16/17- Car Parking and Access Considerations

- IT STATES - It should also be noted that proposed car parking supply is significantly greater than that required under the City of Stirling's Local Planning Policy 6.7

- As stated earlier excessive car parking is been made for this application. If it were to be made for only 350 capacity for ISWA more green/play space/trees would have been retained and not turned into car park.

Response to Page17 APPENDIX D - Transport Assessment

- The transport assessment use out of date data. March 2017 data for St Brigids Tce shows 6118vpd which is over what a Local Distributor is designed for. Thus makes it not Bicycle friendly.
- Does not factor in the extra traffic from the Scarborough Redevelopment that will flow down Brighton to StBrigids Tce and the MRA has no idea what that will be. The MRA states *"I am not able to provide the expected traffic increase but I can tell you that there are two approved developments on Brighton Road, both which are under construction."*
- - 8 Storey mixed use development – 100 Residential dwellings plus Café tenancy
 - 9 storey mixed use development – 39 Residential dwellings, 14 short Stay Accommodation units & 4 Commercial tenancies
- *These developments will include a combined total of 198 new parking bays, so that may help give you some indication if there will be increased traffic."*
- Fails to consider extra traffic caused by locals and families of Doubleview Primary that currently walk to the School grounds use the oval at 3pm.
 - o As the access to the shared oval will be later at 3:45pm or later due to ISWA's sporadic extra-curricular activities that sometime require oval use. These activities finish at 4:40pm.
 - o So locals and families in order to go to a park they'll have to get into their car as there is no other alternative Neighbourhood Size Open Spaces within an easy walk. (Doubleview Primary Site acts as a defacto "Neighbourhood Size Open Spaces".
 - o City of Stirling States *"The closest Neighbourhood Level Reserves to Doubleview Primary are:*
 - *Bradley Reserve, Doubleview*
 - *Jackadder Lake Reserve, Woodlands*
 - *Millet Selina Reserve, Innaloo (on east boundary with Doubleview)*
 - *Brighton Reserve, Scarborough**Doubleview and Scarborough have an overall lack of public open space with just 2.44% & 4.64% respectively (10% is the recommended provision by Liveable Neighbourhoods).*
- The City of Stirling clearly realizes that StBrigids Tce is not suitablefor East/West bike traffic and that is why they planning Moorland St for East West Bike traffic.
- If ISWA is allowed to go ahead DC Policy 1.5 – Bicycle Planning need to be looked to ensure its policy objectives can be at least maintained.

DC Policy 1.5 – Bicycle Planning

Policy objectives

- *To make cycling safer and more convenient through the provision of end-of-trip facilities and by the provision of better cycle route networks.*

- *To ensure that the needs of cyclists, are recognised and provided for by planning and road construction authorities.*
- *To encourage more work, school and shopping trips to be made by bicycle through the provision of more (and better) cycling facilities.*
- *To increase the general awareness of the benefits of cycling.*
- *To ensure adequate consideration is given to the provision of cycling facilities in planning studies and in the implementation of statutory planning controls.*

Background –

4. State and local government agencies have been encouraged to promote cycling as a mode of transport because of:

- *recognition of the adverse environmental effects of motor vehicles, particularly the private car;*
- *moves towards the development of low-energy lifestyles, initially as a response to the “energy crisis” of the mid-1970s;*
- *the need to make more efficient use of transport infrastructure;*
- *increasing awareness that cycling reduces congestion and the need for car parks.*

6. It is recognised that the safety and attractiveness of cycling can be affected by decisions at all levels of the planning process. At its meeting of 27 June 1987, the State Planning Commission made the following commitments to bicycle planning

3.3 Bicycles in Local Area Traffic Management Scheme

Segregated dual-use paths or cyclepaths may be required along one side of those local distributor roads without frontage access, where strong demand exists such as near schools and shops where inexperienced/novice cyclists may be expected. These paths should form part of an overall cycle route network.

3.6 Consideration of Cycling in Planning Studies

3.6.1 Cycling should be included as a consideration in structure plans for future growth areas.

3.6.2 Planning authorities can further the provision of safe and convenient cycling facilities by:

- *the inclusion of cycling as a matter to be considered in the brief for a study;*
- *reporting on how measures to encourage and provide for (safer) cycling can be implemented in a subdivision design;*
- *examination of the impact of a proposed development upon any existing or proposed cycling route;*
- *incorporation of significant proposals and recommendations of a bike plan into a local area or regional planning study;*
- *discussion of the role of cycling as an integral component of a tourism development.*

Response to Page17 APPENDIX D - Transport Assessment - CONT.

- In order to maintain St Brigids Local Distributor status and make the area safer to walk to the Doubleview Primary School Grounds.
 - Traffic lights are needed at Grand Prom/StBrigids Tce intersection to deter cars and allow safe crossing that has difficult viewing approaches because of a crest on Grand Prom and the Angle of the intersection. A roundabout should not be considered due to the viewing of the approaches and that roundabouts are pedestrian unfriendly
- If other intersections need to be upgraded off Ewen it must be recognized that roundabouts are pedestrian unfriendly and more exoensive.

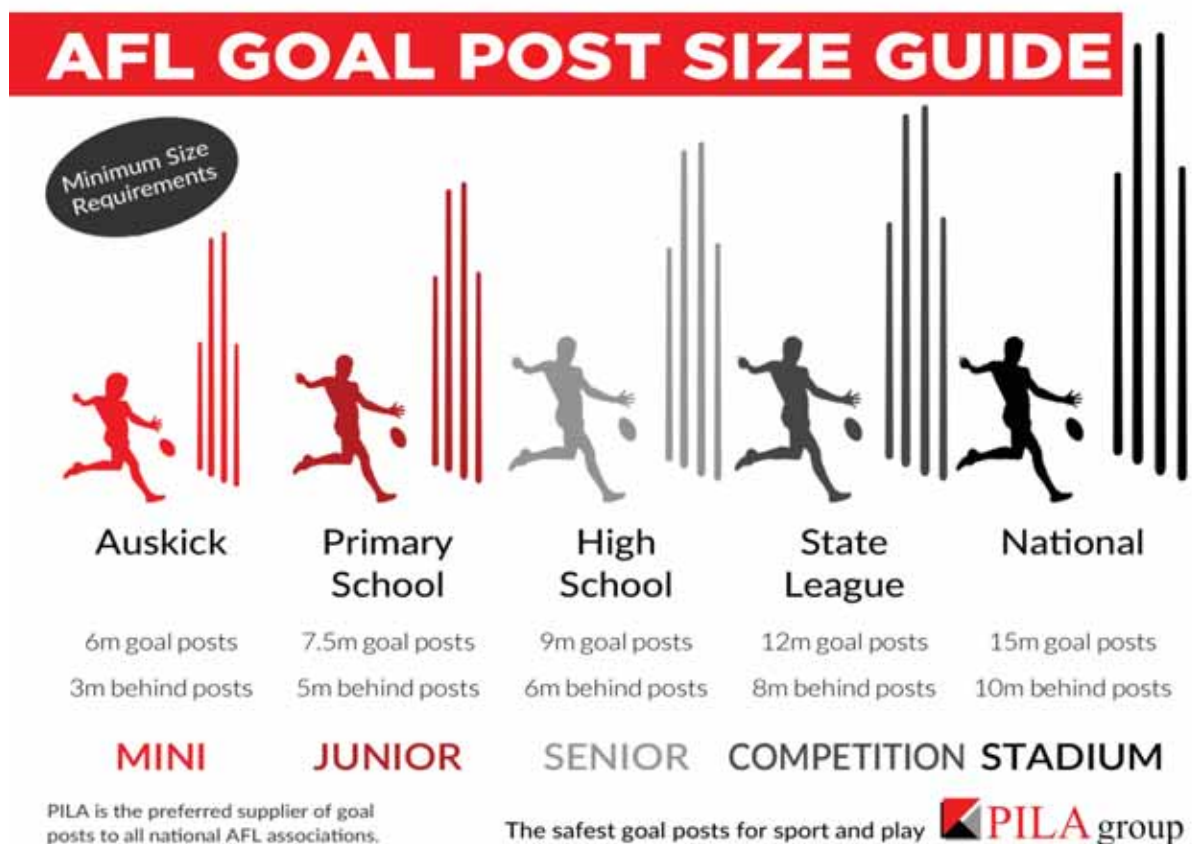
Response to Page18 WAPC Development Control Policy 2.4 – School Sites

- IT STATES - However, DC Policy 2.4 is primarily intended to apply to the selection of new primary school sites at the structure plan and subdivision stage of land development, and it does not specifically address infill school sites.
- So if it doesn't apply, does that mean a two year old school (now an existing site) say in Yanchep could be subject to a private school been moved on to its grounds. That is what they imply and that is a nonsense.
- WAPC needs to be recognize that DC2.4 and Livable Neighbourhoods didn't exist back in the 1950s.
 - o If it had, Doubleview Primary site would have been part school and part public open space.
 - o Just because that it is all zoned education from a historical perspective does not mean the site should be abused by the state especially in an area that severely lacks public open space.
- WAPC's Perth and Peel @3.5 million suite of strategic land use also mentions schools and public open space. WAPC needs to recognize that areas that are already dense where backyards are gone, the people need open space.

Response to Page19 WAPC Development Control Policy 2.4 – School Sites

- IT STATES - The policy suggests a "general desirable size" for combined primary and secondary schools of 10 – 12 hectares, however this is based on full student populations for both the primary and secondary schools and therefore is not considered to be relevant in this instance. The international school is a unique facility that, despite catering to both primary and secondary school students, has a relatively small total student population of 350 students (of which 140 are secondary students) based on the design capacity of the proposed facility.
- The proposed use of the site is two primary schools and a high school. Therefore desired size is 14-16 hectares.
- As stated before ISWA
- ISWA is not a unique facility. Other Schools in Perth that teach the "International Baccalaureate" and that number has been growing.
 - o Scotch,
 - o PLC,
 - o Tranby College
 - o Montessori School Kingsley,
 - o John Wollaston College
 - o St Brigids College
 - o Treetops Montessori
 - o Helena College
- ISWA has no intention of staying small. ISWA advertises itself as a "small but rapidly growing school". This statement is take from this site. ISWA is a small but rapidly growing school. Currently, there are approximately 350 students from Pre-Primary through to Year 12, representing more than 60 different nationalities. The school is currently embarking on an expansion program that will grow the number of students to approximately 600 over the next few years.
<https://www.myschool.edu.au/SchoolProfile/Index/101358/InternationalSchoolofWesternAustralia/49142/2015>

- IT STATES – “The size of the oval is considered sufficient to accommodate a range of sporting activities, as shown in the landscape plan provided at Appendix C. A totally misleading statement.
- If that were true why is the education department seeking to use Bennett Park for athletic carnivals etc. It is because there are three trees in the middle of the oval where the ground rises a hill around them, thus you can’t get the lanes in.
- The Soccer field and AFL field available on the western oval are well below the standards set out by the Department Sport and recreation. <https://www.dsr.wa.gov.au/docs/default-source/file-support-and-advice/file-facility-management/sports-dimensions-guide-june-2016.pdf>
- Football(AFL) posts installed are rated primary school size and they want high school kids to use them.



- Crickets Nets – The design needs to be revisited. Maybe bigger fence on the Western Side as there is a **risk of cricket balls going sailing into houses and parked cars.**
- Mixed use courts
 - o NETBALL – Scarborough Netball Club players have pointed out to me that the proposed mixed use courts will result in undersized netball courts as they will be made to fit tennis court sizes.
 - o BASKETBALL – same comment as Netball.

- The Dept of Education has the space near the proposed mixed use courts to make them the correct size so why isn't it doing that. This is especially important for kids high school age.
- Sporting Court Sizes can be found in - <https://www.dsr.wa.gov.au/docs/default-source/file-support-and-advice/file-facility-management/sports-dimensions-guide-june-2016.pdf>

Response to Page 20 DRAFT WAPC LIVABLE NEIGHBOURHOODS (2015)

- If you've read everything above – This co-location of the schools goes against what Livable Neighbourhoods 2015 states.

Response to Page 22 - Additional Matters Arising out of the Replacement Doubleview Primary School Approval

- IT STATES – “Various other concerns were also raised specifically in relation to the replacement Doubleview Primary School application, and the resultant loss of oval play space, which were addressed in the Responsible Authority Report for that application.” Many of the other concerns were not addressed and were fobbed off by the Statement
 - “The International School will subject to a separate Planning Application.”
 - “Plans for the International School have not been finalized”
 - “The schools will sort out a management plan in the future. “
- So every public comment that was submitted last time needs to be looked at. (You'll find that attached in a separate pdf)

Response to - Appendix C.

- Existing Trees (point 2). I would have thought Cape Lilac “*Melia azedarach*” would be mentioned as shown in these pictures (below) with black cockatoos feasting on. Doubleview Primary in back ground.
- Given the number of mature trees to be cleared and that the school is a well known black cockatoo feeding ground (Just ask anyone especially who lives near the roundabout StBrigids and Flamborough or near the Cape Lilac's off Grand Prom.) Surely **EPBC Act referral guidelines for three threatened black cockatoo species** need to be considered.



- 20170222 Black Cockatoo at Doubleview Primary

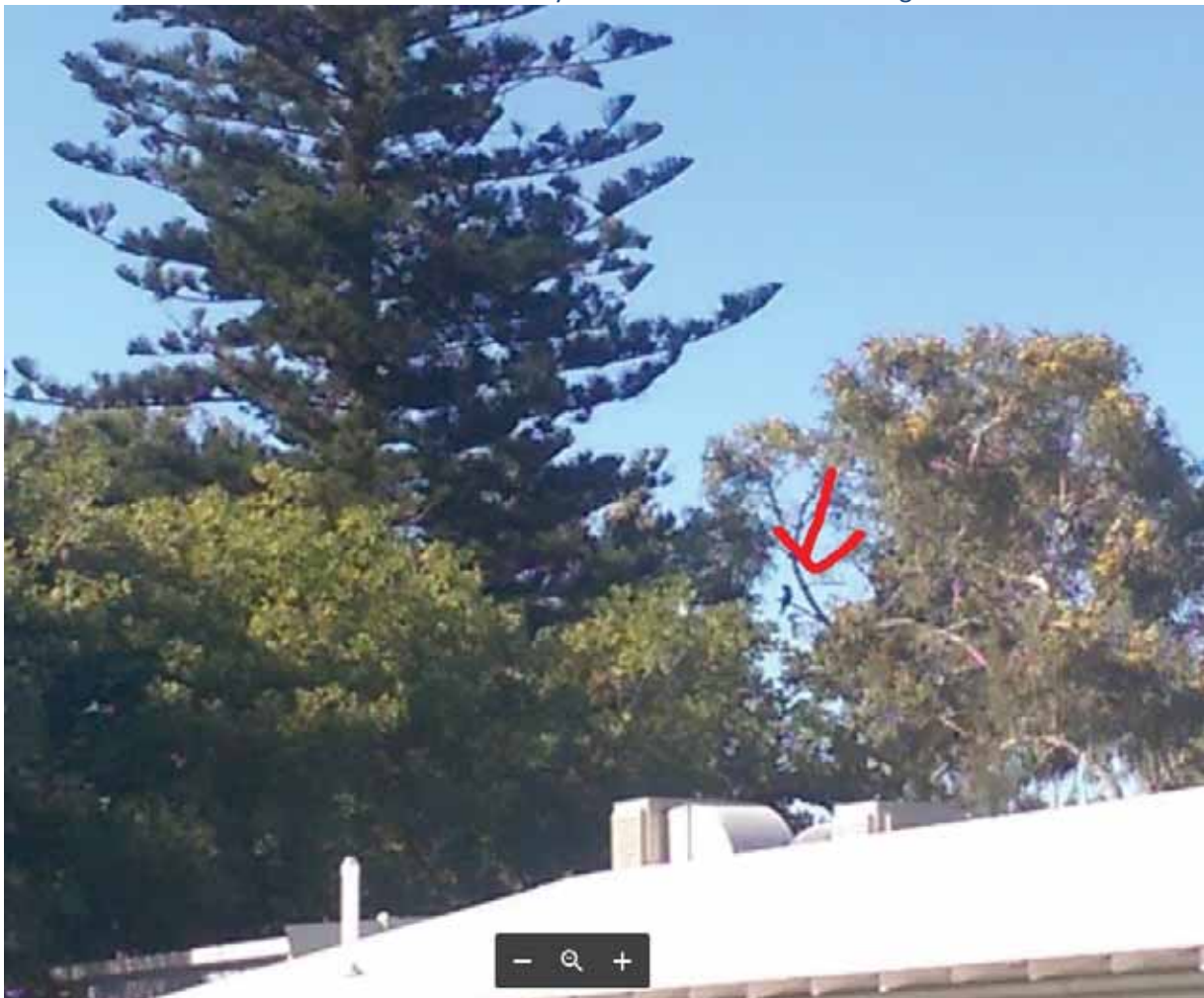


-
- 0161207 Black Cockatoo at Doubleview Primary

A couple of other shots of Black Cockatoos where ISWAs proposed secondary school is going.



20170329 Black Cockatoo at Doubleview Primary - School Norfolk Pine in Background



OTHER REMARKS

- Loss of community access during some WA public school holidays is not acceptable and will increase car use or less active kids as the nearest park will be further away. (ISWA's calendar is different to WA Public Schools especially in that long summer break.
- Education Department has not been forth coming on what
- The old Doubleview Primary grounds and the hours ISWA operates represent a far greater loss to the community than the oval.
- Other losses.
 - o Where do local kids now go to learn to ride bikes/skateboards/scooters (By car somewhere)
 - o There will no longer be accessible the mix of playgrounds suitable for younger kids as they will be behind garrison fencing.
 - o The total number of courts tennis/basketball/netball is been reduced and concentrated on to three.

From: [REDACTED]
 Sent: Wednesday, 28 June 2017 4:50:39 PM
 To: Stirling
 Subject: reference number: DA17/0902

To Whom it may concern,

I'm writing in disgust about the new ISWA relocation to the Doubleview Primary School site.

This bad plan has already seen the reduction of trees to the limited green space in Doubleview by 28 establish trees cut down with 79 to go in the new proposal. In this modern age, it's common knowledge the effect of reducing green space increases heat, lowers wildlife and community benefits, all should be of importance in planning.

There are plenty of alternative open spaces in other suburbs that don't have our below standard green space (Doubleview only has 7% green space to become 4% with the new construction). This location should be built for the communities needs and for the public students needs. Not for ISWA, as our suburb should not have to suffer the further loss of Green space.

The application does review parking and traffic increases but makes no mention of the other growth expectation in the area, such as the density of the Scarborough Beach area and Innaloo distinct to name a few. Ewen st and St Brigit street are already attracting dense traffic, and as a resident on Ewen street for the last 9 months, the speeding along these roads is uncalled for. This is a family neighbourhood and children should be able to live around safe streets. Increase traffic throughout all the local developments will risk safety on our streets.

You have mentioned the local high school are at a high capacity and it's well known that another public high school is needed in the area. The Churchlands high school is at capacity needing extra demountables as classrooms. We are seeing this now, so how can you predict the international school will not follow the same over run enrollments.

It is also not a fair assumption that there is adequate space on the site for each school. The oval is shared, so not technically a part of either school. And to do a true judgement of the site you would need to assess the ISWA site as 3.15 hectares and the Doubleview site 2.65 hectares. Or combine all the max student numbers for both sites and compare the total land to the averages for both primary and high. Otherwise it's misleading.

You've noted that the site is smaller and the total number of students is smaller than normal for ISWA as a high school, but no information on how the reduced size is a fair compromise. It is extremely lower land space for the schools, yet the total numbers of students doesn't match the actual reduction land size.

This isn't a livable neighbour plan.

There is to be fencing placed around the site and the site isn't available to locals during school hours. John K Lyons was an oval the community could use throughout the day. Now the community has less park land for mid day use for mothers, parents, animals and activities. This isn't a livable neighbour plan if you're taking away community areas and once again reducing green space for the community and for the students of Doubleview primary school.

John K Lyons was an oval our local dog community and new mums community visited daily. This community wasn't considered as important when the plan was made. This isn't a livable neighbour plan.

I am highly disappointment with our tax payments and school fees going to a education department that so poorly considers, and refuses to listen, to the community when making such plans.

Regards

[Redacted]

[Redacted]

[Redacted]

From: [REDACTED]
Sent: Wednesday, 28 June 2017 7:19:25 PM
To: Stirling
Subject: DA Number- DA17/0902

Hello.

Re: Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)

Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

I would like to object as a city of stirling ratepayer who lives at [REDACTED] near to the proposed ISWA site due to the following.

1. Reducing the already small quantity of public open space.
2. Object to the cutting down of old trees
3. Object the the increase in traffic on Ewen St and St Bridget's tce related to the additional school in the area.

Please keep me informed with regard to this application.

Best Regards
[REDACTED]

From [REDACTED]
[REDACTED]

To: Stirling

Subject: DA17/0902 - International School of Western Australia (ISWA)

DA17/0902 Development Assessment Panel – Proposed Educational Establishment - International School of Western Australia (ISWA)
Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

I wish to ask the City of Stirling to Respond in Objection to the proposed International school based on non-compliance with Planning Policies, the unsuitability for the use on the site, and the unjust process of the previous approval and apparent lack of need for such a facility.

We, the Residents need the City to stand up for our neighbourhoods and our communities to allow for future growth and opportunities, not allow the state government to detrimentally impact our neighbourhood for the advantage of other communities. Let's be clear, this proposal has no impact on the Churchlands High School Issues, so when is the City of Stirling suffering this tragic loss of Greenery, shade trees and open recreational space?

Planning Issues.

The Site is zoned "Public Use: Primary School" in the City of Stirling LPS, however the International school is both a "PRIVATE" school as well as a Primary-SECONDARY school. The entire proposal should be quashed based on this situation alone.

The City was previously hoodwinked into allowing the Primary school to proceed without detail of the proposed use of the remaining school site. Now that the City has the opportunity to asses and respond strongly to the WAPC that we will not abide such rule-flaunting and abuse of proper planning The Site is drastically undersized for the intended use. The land is only 48% of the size required to accommodate a primary school and a high school standards set out in liveable neighbourhoods, DC 2.4 schools.

The remaining yard space is not the regulation size for Primary schools, let alone to be shared with a secondary school. This is against the planning policy and should be stopped.

When additional information was provided to the DAP there was no further public comment possible and The DAP approved the Development 3 – 2 with the notable votes against the proposal by Mayor Italiano and CR Boothman. The City has not had the opportunity to prepare and Overall Development Plan for the area which the community deserves when proposals are in conflict with the intended use of the site.

There was an overwhelming response against the proposal from the residents, and reading the letters of concern, they not only accurately addressed all the failings of this plan from all aspects

The application clearly shows a school much larger than the Primary School (currently 420 students, theoretically 550), and it also is much larger than that stated numbers of 350. Which is a concern that they would exceed in years to come.

Proposed Development is at odds with the City of Stirling Local Area Plan Objectives for Public Open space & Sustainable Development

How can the Council or Applicant rationalise the vast difference between the goals of the Local Area Plan 2012 and this proposal to delete vital active open space?

"The Stirling community needs public open space where they can relax and interact, with the ability to have a say on the way their neighbourhood is run." (the City's Commitment – Page 9, Scarborough – Innaloo – Doubleview LAP 2012)

Principle Eight: Internalising environmental costs– reflect the true cost of services including the life-cycle costing and 'cradle to grave' impact of developments and implementing measures to mitigate impacts; (the City's Commitment – Page 8, Scarborough – Innaloo – Doubleview LAP 2012)

Note: The significant engagement of the local community throughout the Local Area consultation process has ensured that this plan, and its outcomes, is firmly founded in the community aspirations for the local area.

Un suitability of the Proposed facilities to the School Students and the local community needs

The lack of active open space has already been identified within Doubleview as being only 50% of general desired targets and there were concerns that losing the oval space with only intensify demand on existing fields in the Doubleview precinct, which is already an issue for maintenance and upkeep by the Council. Does the City have plans to purchase additional land (as was flagged in the Scarborough Doubleview Local Area Plan 2012) to compensate for the active open space lost by this proposal in a suburb already well below accepted standards?

The proposed International school fences-in the Primary School – which has not been designed to accommodate the growing population of the area of Doubleview, particularly in light of the approved Scarborough Beach Road Corridor Development.

It is likely that the new Doubleview primary school will be inadequate for the growing population in only 7 years, based on The Ministers figures from the Education Department (which were not provided in the previous application, and mysteriously changed in this application) and in 20 years when the SBR

redevelopment has substantially commences, there will be a crying need for additional student places, and there is no strategic plan for expansion.

The Traffic impact assessment takes no consideration of the future surrounding developments or changed traffic conditions in the areas in the future.

This Proposal is completely at odds with the community vision as presented in the Doubleview Local Area Plan 2012, for both open space and Environment.

Between 2 schools with staggered times for recess, lunch, before and after school activities, there is simply not enough space on the oval for our students to have their 1hr Phys Ed class a week, and there has been no management plan provided.

Why is it acceptable to the Applicant that Doubleview be deprived of yard space which meets the guidelines for outdoor play area (3000m²) or the minimum dimensions (100m) without interruption from existing trees. This makes the yard unsuitable for a variety of sports for Primary or High School, and is clearly inappropriate for the intended use. It is also considerably smaller than similar surrounding schools.

Other Concerns:

The proposed International School indicates that there would be a considerable loss to established trees. This is an irreplaceable devastating loss to the school community and removes the shaded play areas kids need to keep cool and out of the harsh sun. It also contributes to the Overheating of our suburb, with large scale residential infill, the area as already a hot sea of roofs and large reserves are the natural antidote to allow the residential infill acceptable.

The proposal pushes the active Primary School approach and parking closer to the Ewen Street corner, which is much busier and difficult to negotiate for families with young children than St Brigids Terrace. There are clear safety concerns for our children.

I would hope that we can expect the highest level of scrutiny from the City to ensure that projects that are in contradiction and conflict with the councils own published guidelines, and the communities Vision for our neighbourhood do not damage our suburb for the future generations of families.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 27 June 2017 3:31:48 PM
To: Stirling
Subject: Re: Address: Lot 7932, Doubleview Primary School, HN 193 St Brigids Terrace, Doubleview

I would like to voice my concern as part of a public comment regarding the proposed plans of ISWA on the current doubleview primary school site.

I believe that the current proposal, as it stands, will not be beneficial for this community but solely benefit people who get monetary gain from it.

The city of Stirling is currently advertising their Urban Forest Strategy to increase or at least maintain tree canopy in our neighbourhoods. The planned development for the ISWA would cause a dramatic tree loss, in a neighbourhood that already has too few parks for the kids to play in and too few trees to keep us cool. I understand that the ISWA wants to have the most state of the art school for their paying students, but I think these plans need to be cut back and allow for more tree saving solutions.

In my opinion it is completely wrong in the first place to relocate the ISWA to the site of doubleview primary. As the city of Stirling has made clear though, this decision is not theirs to make. However, to represent this community I would like to see these plans revoked and new plans to be drawn up. It is unfair that the whole community and especially children, suffer, just because of bad planning from the department of education.

The relocation of ISWA will see increased traffic to the area. This is another reason to keep as many trees as possible so that they may help reduce the increased CO2 load and somewhat protect the health of our children.

Hopefully you will appreciate my concerns. I am sure you've received many other emails with similar opinions. Please listen to your community members and rethink this development.

Yours sincerely
[REDACTED]

dwa8BB4.txt

From: [REDACTED]
Sent: Wednesday, 28 June 2017 6:43:09 PM
To: Stirling
Subject: International school at Doubleview

I heartily agree with and concur with my daughter's [REDACTED] letter to you about the establishing the International school in the old Doubleview school buildings. The demography of Doubleview and Scarborough is changing rapidly and we shouldn't be adding to having less space for the school community plus the huge increase in traffic in the region. I pity the people who live opposite the school. I feel the atmosphere of the Doubleview school that my children and friends attended, will be completely lost due mostly to sharing facilities and the loss of an oval. I am definitely opposed to installing the International School in this area .
Sincerely,
[REDACTED]

Your Ref: DAP/17/01213
Our Ref: 17-485



10 July 2017

Western Australian Planning Commission
Gordon Stephenson House
140 William Street
PERTH WA 6000

Attention: Ben Hesketh – Senior Planning Officer, Department of Planning

Dear Ben,

DEVELOPMENT ASSESSMENT PANEL APPLICATION (DAP/17/01213) FOR 193 ST BRIGIDS TERRACE, DOUBLEVIEW – RESPONSE TO PUBLIC SUBMISSIONS

TPG + Place Match (TPG), on behalf of the Department of Education, is pleased to provide the following response to the public submissions received in relation to the proposed redevelopment of the existing Doubleview Primary School campus located on the northern portion of Lot 13395 (No. 193) St Brigids Terrace, Doubleview (the subject site), in order to accommodate the relocation of the International School of Western Australia (ISWA) from the former City Beach High School site.

TPG has reviewed the public submissions and identified that the key concerns that are relevant to this application relate to:

- The rationale for the proposed development;
- The appropriateness of the proposed land use on a primary school reserve;
- The appropriateness of accommodating both primary and high school students on the same school site;
- The capacity of the site to accommodate both schools based on its size and access to play space for both schools;
- The logistics of both schools sharing the oval and other sporting facilities;
- The impact on possible future expansion of the new Doubleview Primary School;
- The impact on the amount of public open space in the immediate locality;
- The extent of tree removal proposed;
- The accuracy of the 350 student design capacity for the ISWA campus;
- Concerns regarding traffic congestion and the provision of car parking;
- The preservation of the heritage value of the existing Doubleview Primary School campus;
- The proposal to construct a two storey teaching block as part of the proposed development;

- The impact on community access to the remaining oval space, and other school sporting facilities and play areas;
- The extent of 2.1 metre high garrison fencing proposed, particularly in relation to its perceived impact on the amenity of the locality, the welfare of students, and the level of community access to school facilities outside school hours;
- Impacts during construction, particularly with respect to noise and dust pollution;
- A perception that there will be increased pressure on local housing and community facilities;
- Impact on views, property values, crime and antisocial behaviour; and
- The level of public consultation in relation to the proposed development.

A response to each of the above concerns is provided below.

In addition, it is noted that one of the submitters has attached all of the submissions relating to the previous Doubleview Primary School application, citing relevant concerns contained therein. However, these submissions relate to a previous application for planning approval and were not resubmitted by the relevant parties in relation to the current application for the development of the ISWA campus. As such, these have not been specifically addressed below.

Rationale for the Proposed Development

A number of the submissions raise concerns regarding the rationale for the proposed development and the need to relocate the ISWA campus to the Doubleview Primary School site. In response, it is noted that the proposal represents part of the Department of Education's broader western suburbs schooling strategy, which acknowledges the underlying context of increasing infill occurring within the central sub-region of the Perth metropolitan area, and seeks to ensure the efficient use of available land and infrastructure. The proposed development is considered appropriate in this broader strategic context.

Whilst the Government has announced an alternative to the City Beach High School proposal, all other components of the western suburbs schooling strategy will be honoured, which includes the relocation of ISWA to the Doubleview Primary School site. A decision on the future use of the City Beach High School site has not yet been made by the Government.

Appropriateness of the Proposed Land Use on a Primary School Reserve

With respect to the appropriateness of accommodating high school students on a primary school reserve under the City of Stirling Local Planning Scheme No. 3 (LPS3), it is noted that the secondary school component forms only a small part of the total student population for the combined development of the international school and the approved replacement Doubleview Primary School, with only 140 (or 15.5%) of the 900 students that can be accommodated on site being attributed to the secondary school component. As such, the predominant use of the subject site will remain as a primary school, in accordance with the purpose for which the land is reserved under LPS3. Furthermore, the secondary school component is considered appropriate on the basis that it:

- a. represents an appropriate incidental use that is compatible with the predominant primary school land use.
- b. presents as a continuation and extension of the existing educational land use on site;
- c. is generally consistent with the educational nature of the local scheme reserve; and
- d. is comparable in nature to a primary school land use in terms of the resultant amenity impacts, having particular regard to the small-scale nature of the secondary school component.

On the basis of the above, the secondary school land use is not considered to have any unreasonable adverse impact on the community as a whole, and is considered appropriate in the context of having due regard to the local scheme reservation under LPS3.

This has been addressed in further detail in the Development Application Report prepared by TPG in support of the proposed development.

Concerns Regarding Mixing of Primary School and Secondary School Students

A number of the submissions raise concerns regarding the social impacts of accommodating primary school and secondary school students on the same site. However, it is noted that this is a common arrangement for schools throughout Western Australian, including the following existing metropolitan schools:

- Cannington Community College, which caters for students from kindergarten to year 10;
- Roleystone District High School, which caters for students from kindergarten to year 12; and
- Yanchep District High School, which caters for students from kindergarten to year 12.

Furthermore, it is noted that the existing ISWA campus accommodates both primary and secondary school students, and ISWA will have different start, finish and break times to the replacement Doubleview Primary School, which will serve to mitigate any potential conflicts. The Department of Education has also advised that primary school aged students are supervised by staff members at all times, and that students from the two schools will only interact if and when the two school Principals deem it appropriate for them to do so for a pre-arranged activity.

It is noted that one of the submitters argued that the above examples were not relevant as they are solely local intake public schools, and not identical to the arrangement proposed as part of this application. However, it is considered that this has no impact on the fundamental assertion that both primary school and high school students can be appropriately accommodated on the same school site, as evidenced by the numerous examples (both public and private) throughout the metropolitan region.

Capacity of the Site to Accommodate Both Schools

The capacity of the site to accommodate both schools has been comprehensively addressed in the Development Application Report prepared by TPG in support of the application. In summary, the development plans that have been provided clearly demonstrate that a functional layout can be achieved for both the approved new Doubleview Primary School campus and the proposed ISWA campus; accommodating all required school facilities. Furthermore, the shared use of the remaining oval play space is considered an appropriate arrangement, having regard to the staggered school break times, and noting that Doubleview Primary School has advised that it has a flexible Physical Education roster that can be scheduled around ISWA break times. The size of the oval is sufficient to accommodate a range of sporting activities, as shown on the landscaping plan that accompanies the application; compares favourably to the oval sizes of surrounding primary school sites; and is comparable with the size of the main oval play space at the nearby Shenton College.

Both schools would also have the ability to apply to the City of Stirling for the use of Bennett Park (located 130 metres south of the school site) for annual sports carnivals or any other use during the school year, as advised by the City's Recreation Administration as part of the replacement Doubleview Primary School application.

On the basis of the above, it is concluded that the site area as a whole is sufficient to cater for the spatial requirements of the approved replacement primary school and the proposed ISWA campus.

It should also be noted that the development of the ISWA campus affords significant opportunity to the students of Doubleview Primary School, by virtue of the shared access to specialist facilities for science, home economics and visual arts, as well as access to the proposed indoor sports hall on the ISWA campus.

Shared Use of Oval and Other Sporting Facilities

In response to concerns raised over the logistics of both schools sharing the oval and other sporting facilities, it is noted that the two schools operate different start and finish times, as well as different recess and lunch breaks. Furthermore, Doubleview Primary School has advised that it has a flexible Physical Education roster that can be scheduled around ISWA break times, and that sharing the oval space will not impact on the school's future operational plans.

This will be an ongoing operational matter for the Department of Education to manage in consultation with the Principals of both schools.

Impact on Possible Future Expansion of Doubleview Primary School

A number of the submissions also assert that the proposed ISWA campus will restrict the ability to accommodate future expansion at Doubleview Primary School. In response to these concerns, it is noted that the approved replacement Doubleview Primary School has been designed to cater for 550 students, which is well in excess of the current student population of approximately 400 students. This is considered to appropriately cater for future growth, noting that the Department of Education's growth forecasts for the next 15 years indicate that 550 students is a suitable capacity for the replacement Doubleview Primary School campus.

Student growth beyond 15 years will be appropriately considered at a future date, with any further development that may be required to cater for such a scenario to be subject to a separate future application for planning approval.

Reduction in Public Open Space

A number of the submissions raise concerns over the loss of public open space as a result of the proposed development. However, it is noted that this application does not actually result in any further impact on available green space for active recreation, as it proposes the redevelopment of the existing Doubleview Primary School buildings only. These concerns were appropriately dealt with at the time of issuing the approval for the replacement Doubleview Primary School.

Furthermore, whilst the Department of Education has advised that the local community are welcome to use the school oval when not required by both schools outside of school hours, the area is not actually a public open space. The entire site is owned by the Minister for Education and was established for the primary purpose of education. This is reflected in the applicable zoning under the Metropolitan Region Scheme and the local scheme reservation for 'Public Purposes – Primary School' under the City's LPS3.

Tree Removal

A number of concerns were raised in respect to the extent of tree removal and the resultant impacts on bird habitats. In response to these concerns, it is reiterated that the proponent has sought to retain existing mature vegetation as far as is practicable, and will plant a total of 82 new trees that are all endemic Western Australian species in order to offset the tree removal required to accommodate the proposed ISWA campus.

Campus Design Capacity

In response to the concerns raised in relation to the accuracy of the design capacity for the ISWA campus, it is reiterated that the school campus is designed to accommodate a maximum student capacity of 350 students, broken down as follows:

- 28 kindergarten students;

- 182 pre-primary and primary students; and
- 140 secondary students.

The number of classrooms proposed provides adequate learning spaces for 350 students, along with appropriate specialist teaching areas, and represents a like-for-like replacement of the facilities available at the existing ISWA campus in City Beach, noting that ISWA operates smaller class sizes than a typical public school and the spatial requirements for the classrooms have been adjusted accordingly. This was acknowledged in an advice note to the replacement Doubleview Primary School approval and is based on information supplied by the Department of Education.

Traffic Congestion and Car Parking

Numerous concerns have been raised in relation to traffic and car parking, including:

- The capacity of the surrounding road network to accommodate the expected increase in traffic;
- Resultant impacts on traffic and road safety, and the need for traffic calming devices;
- The adequacy of the level of car parking provided; and
- The need for kiss and drive style drop-off facilities to be provided.

In response to the concerns regarding increased traffic volumes and associated road safety impacts, it is noted that the Transport Assessment that accompanies this application concludes that:

- a. The development of the site as a whole (inclusive of the approved replacement Doubleview Primary School campus) is not expected to have any unacceptable impact on the surrounding road network. The additional school-generated traffic can be accommodated into the capacity of the surrounding roads;
- b. The additional traffic flows moving through the intersections adjacent to the school will not have an unacceptable impact on the current operational performance of the intersections; and
- c. The existing pedestrian and cyclist network surrounding the school is considered appropriate to ensure the safe movement of students to and from the school.

As such, it is concluded that the proposed development will not have any unreasonable adverse impact on traffic congestion in the locality, and that any addition school traffic can be accommodated in a safe manner.

A number of the submissions contend that insufficient parking is provided for the ISWA campus. In response to this, it is noted that the site as a whole is compliant with both the City of Stirling and Department of Education car parking requirements (irrespective of the proposal to implement staggered start and finish times, which will provide further benefits in terms of available car parking for student drop-off and pick-up). As such, the level of parking provided is considered to be adequate to cater for the capacity of the site as a whole. Detailed car parking calculations are included in the Development Application Report prepared by TPG in support of the proposed development, as well as a breakdown of the staggered start and finish times proposed.

In contrast to the above, it is noted that two of the submissions stated that too much car parking was proposed and that the level of parking provided was unnecessary based on the 350-student design capacity of the school. These submissions cited the fact that the provision of parking was well in excess of the requirements under the City of Stirling's Parking and Access Policy. However, the provision of parking on site has been designed to comply with the Department of Education's car parking requirements, which are applied as a standard requirement for new public schools throughout the metropolitan region. As such, the level of parking is considered appropriate, with

only a one bay surplus proposed when assessed against the Department of Education's requirements.

One of the submitters also highlighted the need for kiss and drive style drop-off facilities to be provided. In response to this comment, the applicant can confirm that the parallel parking bays provided in Car Park 4 are intended to operate as a one-way kiss and drive facility for student drop-off / pick-up. The on-street car parking bays are also potentially suitable for additional kiss and drive parking facilities, subject to agreement from the City of Stirling.

Another of the submissions queried whether additional public transport options would be provided to support the operation of the school. In this regard, it should be noted that the Department of Education is currently liaising with the Public Transport Authority to assess the suitability of existing public transport services. These discussions are ongoing.

Preservation of Heritage Value

In response to the issues raised with respect to the heritage value of aspects of the existing Doubleview Primary School campus, it is noted that the site is not subject to any statutory heritage listings, nor is it included on the City of Stirling's Municipal Heritage Inventory. As such, there is no requirement for the proponent to retain any aspects of the school.

Two Storey Teaching Block

The submissions also raised concerns over the proposal to construct a two storey teaching block as part of the proposed development, particularly with respect to height, bulk and visual privacy impacts. In response to these concerns, it is noted that:

- The proposed two storey teaching block allows for the efficient use of available land, thereby allowing for more landscaping and open space within the site;
- The two storey teaching block is of a height that is comparable with the building heights that are permitted and which exist on the surrounding residential zoned properties, and those approved as part of the replacement Doubleview Primary School application;
- The street setbacks provided to the two storey teaching block are comparable with those of the residential properties located opposite the school site; and
- The proposed two storey teaching block would achieve full compliance with the visual privacy requirements of the Residential Design Codes, noting that the building will not directly overlook any existing residential properties behind their street setback line.

On the basis of the above, the proposal to construct a two storey teaching block is considered appropriate and consistent with the built form requirements under the City of Stirling Local Planning Policy 4.1 – Reserves and Other Zones Design Guidelines.

Community Access to the Remaining Oval Space and Other School Sporting Facilities and Play Areas

In response to the concerns raised regarding the level of community access to the remaining school oval, and the other school sporting facilities and play areas, the Department of Education has advised that the school oval will remain fully accessible to the public outside of school hours. This includes the new nature playground that will be constructed as part of the new Doubleview Primary School works. In addition, public access to the school hard courts outside of school hours will be maintained, at the discretion of the school Principal, in-line with Department of Education Policy. Community organisations will also be able to access these facilities outside school hours.

Furthermore, whilst the Department of Education has advised that the local community are welcome to use the school oval when not required by both schools outside of school hours, the area is not actually a public open space. The entire site is owned by the Minister for Education and

was established for the primary purpose of education. This is reflected in the applicable zoning under the Metropolitan Region Scheme and the local scheme reservation for 'Public Purposes – Primary School' under the City's LPS3. As such, the primary purpose of the school oval is, and will continue to be, to serve the needs of the students on site.

Classes at the International School of Western Australia operate between 8:30 am and 3:30 pm, representing only a minor increase in the hours in which the oval will be utilised for school-related purposes. There may also be sporadic use of the oval outside of school hours by both schools, which will take priority when required.

Fencing Proposal

A number of the submissions raise concerns regarding the 2.1 metre high garrison fencing proposed, particularly in relation to its perceived impact on the amenity of the locality, the welfare of students, and the level of community access to school facilities outside school hours. In response to these concerns, it is noted that:

- a. The height and style of the fencing proposed is consistent with the fencing to be installed as part of the replacement Doubleview Primary School works, and the Department of Education's guidelines for both primary and secondary schools;
- b. The extent of the proposed fencing has been minimised as far as is practicable by connecting into existing buildings, and is setback from all street frontages. As a result, the proposed fencing is considered to have minimal impact on the streetscape and the visual amenity of the locality;
- c. The fencing has been installed in order to ensure staff and student safety, and is consistent with Department of Education policies; and
- d. The fencing is not intended to restrict public access to the school oval, hardcourts or cricket nets, which will remain available for use by the public outside school hours.

2.1 metre high garrison fencing, of the type proposed, has been installed at numerous primary schools and high schools in the metropolitan region, and is considered an appropriate method of reducing vandal damage and antisocial behaviour. Furthermore, the ability to maintain a secure lockdown area when required is an important aspect of ensuring staff and student safety. As such, the height and style of the proposed fencing is considered an appropriate design response.

Construction Impacts

Concerns regarding construction impacts can be appropriately dealt with via a condition requiring the preparation of a Construction / Site Management Plan, which will include measures to manage dust, noise, waste management, storage of materials, construction traffic and site safety / security. All construction work will be required to comply with the Environmental Protection (Noise) Regulations 1997, including observing the standard time restrictions on noisy construction that are imposed by the City of Stirling.

Increased Pressure on Local Housing and Community Facilities

One of the submissions contends that the construction of the school will place increased pressure on local housing and community facilities. However, no basis has been provided for this position, and the applicant asserts that the construction of the school will not in of itself place any additional undue pressure on local housing or community facilities.

Impact on Views, Property Values, Crime and Antisocial Behaviour

The concerns raised regarding loss of views from individual properties and impact on property values are not relevant planning concerns and should not influence the assessment of the application.

With respect to the potential for increased crime and antisocial behaviour, it is noted that, whilst no basis has been provided for this assertion, passive surveillance and Crime Prevention Through Environmental Design principles have been incorporated into the site planning and design of the proposed ISWA campus. Appropriate security fencing has also been proposed in order to ensure school staff and student safety, consistent with standard school fencing specifications.

In addition, appropriate lighting will be installed throughout the school site and public/car parking areas to appropriately discourage anti-social behaviour. The provision of security cameras at schools is considered on a case by case basis, depending on the circumstances, however no security cameras are currently proposed for the new ISWA campus.

Public Consultation Procedures

A number of the submissions raise concerns over the adequacy of the public consultation undertaken in relation to the proposal. In response, it is noted that public consultation was undertaken by the City of Stirling in accordance with the City's standard consultation procedures. There is no requirement for further consultation to be undertaken by the proponent or any other agency.

Conclusion

In summary, it is not considered that any of the matters raised in the submissions represent an impediment to the approval of this application, which is considered to be consistent with the principles of orderly and proper planning, and represents an appropriate use for the subject site.

We trust that the information provided will assist the WAPC in its assessment and provision of a positive recommendation to the Metro West Joint Development Assessment Panel.

Should you have any queries or require clarification on any of the matters presented herein please do not hesitate to contact George Ashton or the undersigned on (08) 9289 8300.

Yours sincerely

TPG + PLACE MATCH



Dan Lees
Associate

to enforce the "left out only" requirement. The entry crossover location is to be approved by the Children's Crossing and Road Safety Committee.

- Adequate signage is required to enforce the one way requirements through these car parks

Parks and Reserves – Landscape Architect

The application has been referred to the City's Parks and Reserves Business Unit who has provided the following comments:

- Tree planting to St Brigids Terrace - car park trees planted in the car park islands need to be in a 1.0m wide median or 1.2m (internal) dimension tree diamond.
- Architectural demolition and landscape demolition plans vary in regards to trees in the Grand Promenade car park. It is assumed the existing tree is to be retained in the eastern car park island. If not, a replacement tree should be planted.
- Proposed 76 trees to be removed and replaced with 82 trees of a suitable species as outlined. All trees appear to be within the grounds of the school except one tree located on the Grand Promenade verge. Street tree appears to be a small tree that could be removed. Carparks appear to comply with the 1 tree for 6 bays requirement.

The City recommends that a condition be imposed requiring a revised landscaping plan to be provided by the applicant to the satisfaction of the City.

Community Safety

The application has been referred to the City's Community Safety Business Unit who has provided the following comments:

- Parking demands associated with schools often have a significant impact on residents and the City's resources when schools do not adequately cater for car parking.
- Community Safety supports and commends the proposal to implement a managed 'Kiss and Drive' program/facility.
- The Traffic Consultant's report outlines that the Western Australian Planning Commission Transport Assessment guidelines indicate that 65-70% of primary school children and 50% of high school students are driven to school, with an average occupancy of 1.4-1.5 students per vehicle. However, the consultant also recognises that ISWA will draw students from a wider area and outlined that a conservative figure of 90% should be used for the ISWA primary and secondary school students in order to calculate traffic volumes. Using the conservative figure of 90% and the proposed school student numbers it is estimated that approximately 500 vehicles will be attending the school site during school drop off and pick up times. It is acknowledged that

not all of the predicted vehicles would need to be accommodated due to a turn-over of parking spaces occurring and the proposed staggering of school start and finish times. However it is worth noting that the majority of parents, being the parents of kindergarten and primary school students will require to park and leave their vehicle in order to escort children. Using figures outlined in the Western Australian Planning Commission Transport Assessment guidelines, which indicates 65% of primary school children and 50% of secondary school students (100% kindergarten students) are driven to school (at 1.4 students per vehicle), and using the students numbers listed it is apparent that approximately 265 vehicles will be seeking to park during kindergarten/primary school pick up and drop off times and 170 vehicle during ISWA drop off and pick up times. Given that 84 of the 221 parking bays being allocated for staff use, leaving 137 bays for use by parents this represents an approximate shortfall of 128 bays during Primary and kindergarten drop off and pick up times and a 33 bay shortfall associated with the ISWA pick up and drop off times. It is noted that these calculations are less than that of the traffic consultant's indication that 90% of ISWA students will likely be driven to school. It is therefore highly recommended that additional parent drop off and pick up parking bays, above what is currently being proposed, be provided as a part of this development application.

- The provision of additional parking facilities in order to accommodate the predicted parking demands would be fully supported by the City's Community Safety Business Unit and will reduce:
 - the impact on the surrounding residents and their amenity;
 - traffic congestion (vehicles queuing) in the area;
 - the high likelihood of illegal and unsafe parking practices; andThe provision of additional parking facilities would allow for a much safer environment for students, parents and motorists in general.
- Please refer to the City's Parking Facilities Adjacent to Schools Policy which is publicly available on the City's website, which could support additional parking facilities

Waste Services

The application has been referred to the City's Waste Services Business Unit who have provided the following advice regarding the City's commercial waste services that are available:

- 240lt general waste bins, emptied weekly
- 240lt recycle bins, emptied fortnightly
- 1.5m³ bulk bins emptied weekly or fortnightly (invoiced monthly)
- 3m³ bulk bins emptied weekly or fortnightly (invoiced monthly)
- 4.5m³ bulk bins emptied weekly or fortnightly (invoiced monthly)

It is recommended the City's Waste Services Business Unit be contacted directly to arrange a suitable service.

2. Public Consultation:

Public consultation has been undertaken in accordance with the City's Consultation Procedure. The 21 day consultation period commenced on 7 June 2017 and concludes close of business on 28 June 2017. Letters were sent to owners and occupiers of properties within a 100m radius of the subject site, a notice was placed on the City's website and signs were erected onsite on 7 June 2017 by the Applicant at all street boundaries, being St Brigids Terrace, Flamborough Street, Ewen Street and Grand Promenade.

Please find enclosed a copy of all submissions received during the consultation period to enable the WAPC to consider the submissions as part of its recommendation to the Metro North-West JDAP.

3. Planning Assessment:

The development application has been assessed against the City's Local Planning Scheme No. 3 and relevant Local Planning Policies. The planning assessment has been broken down into the following sections:

- a) Local Planning Policy 4.1 – Reserves & Other Zones Design Guidelines
- b) Local Planning Policy 6.2 – Bicycle Parking

The following sections only identify the non-compliant aspects of the proposed development.

a) Local Planning Policy 4.1 – Reserves & Other Zones Design Guidelines

Use

Whilst ISWA is an educational establishment which is consistent with the existing land use being Doubleview Primary School, the land is reserved for Primary School purposes. ISWA will include a secondary school component accommodating 140 of the total 350 students (40%). It is recommended that the Western Australian Planning Commission consider the appropriateness of the proposed land use on the site.

Fencing

The relevant provision within Local Planning Policy 4.1 – Reserves & Other Zones Design Guidelines requires fencing to be provided be as follows:

- Where required, gates & fences shall be open style to 1.8m; and
- No barbed wire or electric fencing shall be permitted.

The following fencing type is proposed:

- Charcoal Garrison Fencing at 2100mm high.

The fencing proposed as part of this application is the standard fencing used for schools, nursing homes and other institutions. Whilst open style fencing is unlikely to detract from the character of the amenity, the colour is not considered to be sympathetic to the surrounding area. The City recommends an alternative colour be provided for the finish of the fencing i.e. green, grey, beige or white. A condition has been recommended in the officer's recommendation to address this matter.

b) Local Planning Policy 6.2 – Bicycle Parking

The table below outlines the bicycle parking requirements for the proposed development:

Bicycle Parking Rate	Student Number	Bicycle Parking Requirement
Pre-Primary: N/A	28	N/A
Primary: 1 space per 5 students (over year 4)	182	36.4
Secondary: 1 space per 5 students	140	28
Total required:		65
Total provided:		Not indicated on the plans however the Transport Assessment states 28 spaces to be provided

The development should provide the required number of bicycle parking bays.

Should the Western Australian Planning Commission be in a position to recommend support for the proposal to the Metro North-West JDAP, the City recommends the following Conditions and Advice Notes be placed on any approval:

Conditions:

1. The boundary fencing shall be visually permeable in accordance with the City's Local Planning Policy 2.7 – Streetscapes and shall be finished to a colour that is compatible with the surrounding properties, to the satisfaction of the City.
2. A minimum of 65 bicycle parking spaces are to be provided on-site, located in accordance with the City of Stirling's Local Planning Policy 6.2 – Bicycle Parking to the satisfaction of the City of Stirling, prior to the completion of the development.
3. A Traffic Management Plan to the satisfaction of the City is required to be submitted by the applicant prior to occupation of the development.
4. A revised landscaping plan, to the satisfaction of the City of Stirling, is to be provided by the applicant demonstrating:
 - a. The planting details of shade trees within the parking area (size and dimension of diamonds or medians); and
 - b. A detailed planting schedule indicating proposed plant numbers.
5. A 'Kiss and Drive' drop off/pick-up drive through facility is to be provided and managed onsite.
6. A Site Management Plan shall be submitted to the City of Stirling prior to commencement of works. The Site Management Plan shall address dust, noise, waste management, storage of materials, traffic and site

safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.

7. The new on-street car parking bays within the road reserves are to be constructed to the satisfaction of City of Stirling, at the owner's expense prior to the occupation of development.
8. All parking bays and areas are to comply with Australian Standards AS/NZS2890.1, AS2890.2 and AS/NZS2890.6. The number of disabled car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities).
9. Vehicular parking manoeuvring and circulation areas indicated on the approved plan being sealed and drained, all parking spaces being marked out and maintained in good repair to the satisfaction of the City of Stirling.
10. All land indicated as landscaped area on the approved plan being developed on practical completion of the building/s to the satisfaction of the City of Stirling. All landscaped areas are to be maintained in good condition thereafter.
11. The proposed crossover/s shall be designed and constructed in accordance with the City of Stirling's Crossover Policy to the satisfaction of the Manager Engineering Operations.
12. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed. New kerbing and verge to be reinstated to the satisfaction of the City of Stirling.
13. Stormwater from all roofed and paved areas to be collected and contained on site.
14. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas, to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work).
15. Lighting to be provided under all awnings, in all parking areas, service areas, of all footpaths, of all entry points and of key elements and features of the building and landscaping.
16. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.

Advice Notes:

- All street trees adjoining the subject land that are not conditioned for removal are to be retained and protected throughout the duration of the development. Should these trees die, decline, be damaged or are removed, charges will

apply as per the City's Street and Reserve Tree Policy. Part of or all of your Verge Bond may be retained to cover the associated costs and further penalties and/or legal action may occur.

- All works within the road reserve require separate approval through the City's Engineering Design Business Unit.
- All construction/renovation works must comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
- The bin enclosure and location must comply with the City of Stirling's Waste Management Local Law 2010.
- Any proposed school canteen plans are to be submitted to City's Health section for assessment. The following details will be required to support the application:
 - Two copies of scale floor plans showing the position of all fixtures and equipment (scale 1:50);
 - Two copies of scaled sectional elevation plans showing the position of all fixtures and equipment;
 - Finishes of every wall, floor and ceiling;
 - Indication of hot and cold water supply and waste water services;
 - Location of all sinks including hand washbasin; and
 - Provide details of ventilation and exhaust system servicing the premises.
- Compliance in all respects with the Food Act 2008 and Food Standards Codes is required should food be offered for sale.

Should you have any queries in relation to the above requirements, please contact me on 9205 8555 or via email.

Yours faithfully



Greg Bowering
MANAGER PLANNING APPROVALS

Encl.