

7th October 2026

Andrew Sharpe
Chief Executive Officer
City of Albany
planners@albany.wa.gov.au

Attention: Jessica Anderson

Dear Jessica

AMENDMENT TO EXISTING APPROVAL – EDUCATIONAL ESTABLISHMENT – LOT 153 ON DIAGRAM 12432 (No. 95) ULSTER ROAD, YAKAMIA

1. INTRODUCTION

Edge Planning & Property act on behalf of Alta1, the owner of the site. We have been instructed by our client to prepare and lodge a Development Application to amend the development approval from a maximum of 40 students to a maximum of 100 students for the educational establishment. Additionally, we seek approval to add two sealed minibus parking bays plus ten bike bays.

In support of this Development Application, please find enclosed the following:

- A completed Development Application form, Additional Information for Development Approval for Advertisements and a Development Application checklist;
- Site plan;
- Traffic Impact Statement (TIS);
- Environmental Noise Emission Report;
- Certificate of Title;
- This correspondence summarising the merits of the application; and
- Attachment 1 - Assessment of Development Application against Clause 67 (2) of deemed provisions in *Planning and Development (Local Planning Schemes) Regulations 2015*.

2. SITE AND CONTEXT

Alta1 seeks to progressively upgrade the site and enhance educational services in Albany. It is understood that an educational establishment has operated on the application site (to be called the 'site') since 2007.

Relevant information relating to the site includes:

- It is located 2 kilometres north north-east of the city centre;
- It is legally described as Lot 153 on Diagram 12432;
- It has an area of 2.1 hectares;
- It contains a number of buildings and is used for educational purposes;
- It is dissected by Yakamia Creek. The land south-east of the creek is essentially cleared, while the small section of land to the north-west of the creek contains native vegetation;
- It is appropriately serviced;
- It is gently sloping;
- There are two existing crossovers to Ulster Road;
- The buildings associated with the educational establishment are located outside of the bushfire prone area; and
- The property is not subject to a Registered Aboriginal Site or a historic heritage listing.

3. PLANNING FRAMEWORK

3.1 City of Albany Local Planning Scheme No. 2

The site is zoned 'Residential R2.5' in the *City of Albany Local Planning Scheme No. 2* (LPS2). Additionally, a small section of the site is within Special Control Area 13 Inundation (SCA 13). The existing buildings are located outside of SCA 13.

There are various sections of the LPS2 text which are relevant to the Development Application including:

- Clause 9 - Aims of Scheme;
- Table 2 Zone objectives;
- Table 3 Zoning Table - 'educational establishment' is an 'A' use in the Residential zone. This means the City has the statutory power to consider an educational establishment on the property, but initially needs to invite comment from neighbours and stakeholders before determining the Development Application;
- Clause 38 defines educational establishment as 'means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution';
- Schedule 6 (Table 15) – Parking Requirements sets out:

Land Use	Car Parking	Bicycle Parking
Educational Establishment	1 per employee + bus, parent and student parking at the discretion of the local government	1 bay per 10 students

- Schedule 8 (Table 13) – portions of the site are within SCA 13 – Yakamia Creek Inundation Area.

In summary, the proposed development complies with LPS2 requirements including aims, objectives and provisions.

3.2 City of Albany Local Planning Strategy

Figure 2 – Urban designated the site as 'Urban' and Yakamia Creek as 'Parks & Recreation'.

A strategic direction is 'Plan for the provision of an appropriate level of community facilities and services in existing and planned localities.'

The application is consistent with the Strategy including the existing buildings are not within the floodplain, no environmental assets are impacted, and it supports enhanced community services.

3.3 Local Planning Policies

Noting the application does not propose signage, there is no Local Planning Policy of direct relevance to the proposed development or to the site.

3.4 State and regional documents

The Development Application is consistent with the planning framework including:

- *State Planning Strategy 2050*: an objective is 'To encourage active lifestyles, community interaction and betterment' (page 96) and it includes an aspiration of supporting 'More regional educational infrastructure through greater use of technology and e-learning' and 'Regional communities are desirable places to be' (page 45). The Strategy classifies Albany as a regional centre and a focus for investment;
- *State Planning Policy No. 3 – Urban Growth and Settlement*: relevant policy objectives include to build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities;
- *Lower Great Southern Strategy*: notes there will be increased education demands and a need for improved facilities and support services; and
- *Great Southern Regional Planning and Infrastructure Framework*: classifies Albany as a regional centre and a focus for population growth and services.

4. DEVELOPMENT PROPOSAL

The Development Application seeks City development approval to amend the existing development approval for educational establishment from a maximum of 40 students to a maximum of 100 students. The goal is to create a boutique educational establishment so young people can receive the support and training to reach their full potential.

In particular, the following is proposed:

- For Alta1 to provide secondary schooling for years 7 to 12;
- To accommodate up to a maximum of 100 students on site at any one time. As outlined in section 5.3 of this correspondence, the average number of students on site is expected to be 60. Accordingly, it is a low-key or 'boutique' scale educational establishment;
- For the campus to be staffed by 20 full time equivalents including teachers, education assistants, therapeutic support officers and chaplains (also refer to section 5.3);
- It will operate between 8.30am to 3.30pm Monday to Friday excluding school holidays and public holidays;
- Mini buses will be used to transport various students which will lower traffic generation; and
- Two new parking spaces for minibuses, ten bike bays plus line-marking existing parking spaces.

The site plan sets out the proposed development. The only works proposed as part of this Development Application are the construction of parking spaces for two minibuses, ten bike bays plus line marking of existing car parking spaces. Alta1 is not proposing external changes to the buildings other than in-time required maintenance.

Given the buildings, crossovers/access, car parking and landscaping are existing, virtually all changes will be internal. Alta1 intend to undertake internal refurbishment of the buildings. This will improve the facilities to create well equipped, pleasant and functional spaces.

5. PLANNING CONSIDERATIONS AND PLANNING JUSTIFICATION

5.1 Overview

This section brings together an assessment of the site's attributes and the planning framework in considering key planning matters and justifying the Development Application.

It is clear that the site is suitable and capable for an educational establishment. The site has operated as an educational establishment for approximately 20 years, noting the outcomes of the technical reports and that relevant planning considerations can be suitably met. The proposed development is consistent with the requirements of orderly and proper planning.

5.2 Reasons for increasing student numbers

Alta1 are seeking to consolidate operations from some of their approved premises in Albany. This is with a goal of establishing a campus that can more holistically provide support for students and teachers in one location. The increase in student numbers reflects the considerable need for services offered by Alta1 in Albany.

5.3 Low-key proposal

The application intends to use existing buildings, infrastructure and parking. No new buildings are proposed as part of this Development Application. The proposal seeks to increase student numbers from 40 to 100. The change of scale will still see the educational establishment being low-key in nature and will have modest off-site impacts.

Based on Alta1 providing educational services for over 25 years, the average number of students on site at any time could be closer to 60 (excursions, sickness, absence due to anxiety etc.). As a guide, there will be a need for 20 teachers/support staff (again the average number at any time will be less).

5.4 Compatibility with adjoining and nearby development

The proposed change to educational establishment is compatible with adjoining and nearby land uses. It is noted:

- The educational establishment has operated for approximately 20 years on this site;
- Alta1 provide effective management of students at their campuses in Albany and throughout Western Australia and seek to be a 'good neighbour';
- There is a vetting/screening process before students can be enrolled at Alta1. In addition, there are strong established rules governing behaviour which will ensure the educational establishment use will not pose any increased risk compared to any other small school type institution;
- There will be effective management of students with associated registration from the Department of Education;
- It is still a small-scale educational establishment;
- It is a generous sized property (2.1 hectares) and is overall well-separated from residences including by Ulster Road and Yakamia Creek;
- Traffic impacts can readily be accommodated on Ulster Road as evidenced by the TIS and all car parking will be contained on-site;
- Noise impacts will comply with the *Environmental Protection (Noise) Regulations 1997* as evidenced by the enclosed Environmental Noise Emission Report;
- The educational establishment will operate during the daytime, so will not cause disturbance to regular sleep patterns;
- Potential noise associated with the educational establishment is considered insignificant compared to the noise generated by traffic on Ulster Road; and
- The development will maintain the existing character and amenity of the area.

5.5 Suitability of site for educational establishment

The site is both suitable and capable of accommodating additional students. The reasons include:

- The site is generous in size and the educational establishment only occupies a small part of the site;
- The site has high levels of accessibility in Albany;
- The use will complement and not conflict with nearby land uses;
- The proposed land use can legally be permitted on the site (educational establishment is an 'A' use in the Residential Zone);
- The use is consistent with the planning framework;
- The site is appropriately serviced;
- The buildings associated with the educational establishment are located outside of the bushfire prone area;
- The development footprint contains no environmental assets and the application will not create any adverse environmental impacts;
- The site is not subject to heritage or landscape constraints;
- There are no impacts on the area's streetscape and character;
- Parking and vehicle manoeuvring will be contained on-site; and
- Alta1 provide an important service to Albany and the district and will enhance educational opportunities for Albany's youth.

5.6 Vehicular access and car parking

The site plan shows generous existing vehicle parking. Sufficient car parking for student drop-off and pickup, and staff will be provided on site.

Shawmac have prepared a TIS in support of this Development Application. Amongst matters, the TIS has considered trip generation and impact on Ulster Road during peak periods, drop off and pick up capacity (including ensuring that waiting cars will not queue onto the public road), parking supply and allocated bays, service vehicles and manoeuvring.

The TIS concludes the proposed development will create modest traffic generation and impacts. The TIS sets out:

- The educational establishment will have manageable impacts on the surrounding road network, including on traffic flow, and can be accommodated in adjacent roads and intersections;
- Ulster Road and the nearby road network and intersections have sufficient capacity to address traffic generation from the proposed development;
- There are appropriate sight distances from the crossovers on Ulster Road in both directions;
- Alta1 also encourages 'kiss and ride' to be undertaken on-site to minimise the impacts on the road network and adjacent residents. Parents will be advised of the parking management guidelines;

- Sufficient on-site car parking bays are already provided to meet the parking demands of the educational establishment. Accordingly, all parking associated with the educational establishment will be contained on-site;
- There is a need to provide ten bike spaces; and
- The site is highly accessible within Albany. There are accordingly various opportunities to promote walking and cycling to/from the site given its location. This is facilitated through the dual use path network. The site is also adjacent to the public transport network, for students, which utilises Ulster Road.

5.7 Noise

An Environmental Noise Emission Report has been prepared by Reverberate Consulting. The report assesses potential noise levels associated with the use of the development in accordance with the *Environmental Protection (Noise) Regulations 1997*. The report:

- Include noise modelling;
- Determines the likely noise impacts on the nearest noise sensitive receivers; and
- Assess potential noise levels for compliance with assigned levels.

The report concludes that the development complies with the *Environmental Protection (Noise) Regulations 1997* prescribed standards for noise emissions.

The potential noise impacts are considered to be modest noting the location of the buildings and the hours of operation (during daylight hours).

5.8 Wastewater disposal

It is noted the site is serviced by on-site sewage disposal and the site is located outside a sensitive water resources area as outlined at <https://maps.slip.wa.gov.au/landgate/locate/>

The proposed increase in student numbers will require an upgrade to the existing septic system or decommissioning the current system and installing a new wastewater treatment system. It is expected that a new system will be required. If this is the case, is expected that a secondary treatment system will be subject to City and Department of Health assessment. The on-site wastewater systems must comply with *Health (Miscellaneous Provisions) Act 1911*, *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974* and *State Planning Policy 2.9 Water*.

The Site Plan shows a land application area (indicative). There is generous space to locate a land application area. On-site effluent disposal on the site will address *State Planning Policy 2.9 Water* as summarised below:

- An on-site sewage system setback 100 metres from a waterway and in an area which is not subject to inundation and/or flooding in a 10 per cent Annual Exceedance Probability (AEP) rainfall event (including located outside of Special Control Area 13 Inundation);
- The on-site sewage system is at least 0.6 metres above the highest groundwater level;
- The site has a sufficient size to accommodate the required land application area;
- The site's slope is below one in five; and
- A land application area can be accommodated and will be of sufficient size with suitable setbacks to ensure compliance with these requirements.

Secondary treatment units should be selected from the list of Department of Health approved systems, accessible at https://www.health.wa.gov.au/Articles/A_E/Approved-Secondary-Treatment-Systems.

The City have advised a Site and Soil Evaluation is not required to support this Development Application, with matters to be addressed through a condition of development approval. A maintenance agreement, for secondary treatment systems, can be addressed through a later submitted *Application to Construct or Install an Apparatus for the Treatment of Sewage*.

5.9 Flood risk and stormwater management

The existing buildings are not located within a flood prone area.

Stormwater associated with the existing buildings and impervious areas have effectively operated effectively for decades.

5.10 Environmental impacts

There will be no off-site environmental impacts associated with the proposed development given:

- The development footprint has been previously cleared of native vegetation;
- The site has operated as an educational establishment for approximately 20 years;
- The proposed development addresses the *Environmental Protection (Noise) Regulations 1997*;
- The site is appropriately serviced; and
- The septic system will be upgraded to a secondary system.

5.11 Bushfire management

The buildings are located outside of the bushfire prone area. Given no new buildings are proposed, there is no requirement for a Bushfire Management Plan to support the Development Application.

5.12 Signage

At this stage, Alta1 has not considered details relating to signage. Should matters progress, proposed signage will either be addressed as exempt development or there will be a requirement to gain relevant City approvals.

5.13 Supporting the local community and economy

Implementation of the development approval will have various community and economic benefits including:

- It will provide enhanced educational services including a valuable service to 'at risk' students;
- It will support local employment (direct and indirect jobs) and assist in a more sustainable local economy;
- It will add to Albany's overall viability, vitality and prosperity in accordance with the Local Planning Strategy and other documents;
- It will build onto an existing community with established facilities, services and infrastructure and assist to strengthen and sustain local businesses;
- It assists to strengthen Albany's role as a regional centre and it shows long term confidence in Albany with further investment; and
- Alta1 provide a range of schooling options that will improve local educational choice and outcomes.

5.14 Building Permit and other approvals

The building classification will remain the same.

There is a need to modify the Department of Education registration for the property.

5.15 Planning justification

The proposed development is considered suitable given:

- The proposed development will address the *Environmental Protection (Noise) Regulations 1997*;
- Traffic impacts are modest as outlined in the TIS;
- Vehicles will continue to enter and leave the site in a forward gear and parking and vehicle manoeuvring will be contained on-site;
- There is no change to the existing crossovers, parking or the buildings (other than two minibus parking bays and ten bike bays);
- The buildings associated with the educational establishment are located outside of the bushfire prone area;
- The site is already appropriately serviced;
- The development footprint is not subject to heritage, landscape or environmental constraints;
- There will be manageable land use conflict given the educational establishment has operated for decades and there is a requirement for Alta1 to effectively manage students;

- The educational establishment will benefit Albany and the district through having convenient access to educational facilities;
- Alta1 provides an important service and will enhance educational opportunities for Albany's youth; and
- The use is consistent with the planning framework.

Accordingly, the site is suitable and capable for increasing the number of students from a maximum of 40 to a maximum of 100 based on the context, site characteristics and planning framework.

6. CONCLUSION

This correspondence confirms the Development Application to increase the number of students from 40 to 100 is consistent with the planning framework and the requirements of orderly and proper planning. Additionally, we seek approval to add two sealed minibus parking bays plus ten bike bays to address the TIS.

7. NEXT STEPS

We trust that the above and attached provides sufficient information to assess this application. Please contact me on 0409107336 or steve@edgeplanning.com.au should you have any questions, seek clarification or require additional information.

On behalf of Alta1, Edge Planning & Property trust the City will positively consider this Development Application and we look forward to receiving conditional approval.

Yours sincerely



Steve Thompson
SENIOR PARTNER

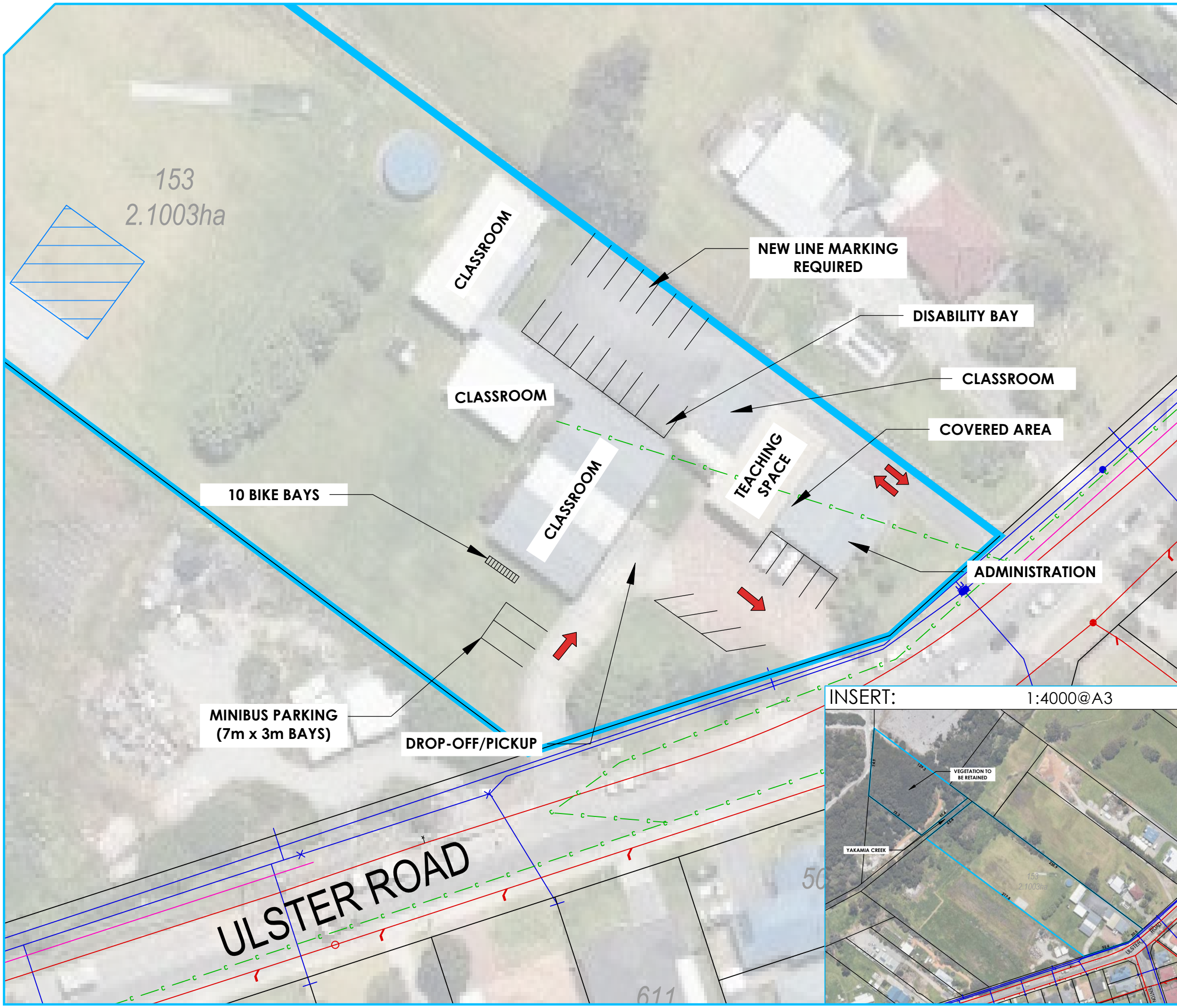


Attachment 1

Assessment of Development Application against Clause 67 (2) of deemed provisions in *Planning and Development (Local Planning Schemes) Regulations 2015*

MATTERS TO CONSIDER		COMMENT	ASSESSMENT
(a)	the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The objectives and requirements of the Scheme have been addressed.	Satisfied
(b)	the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	Satisfies the requirements of orderly and proper planning. The building is existing and the additional use is consistent with the approved use.	Satisfied
(c)	any approved State planning policy;	All relevant State planning policies have been addressed including SPP 2.0, 2.9, 3.0 and 3.7.	Satisfied
(d)	any environmental protection policy approved under the <i>Environmental Protection Act 1986 section 31(d)</i> ;	All relevant environmental protection policies have been addressed.	Satisfied
(e)	any policy of the Commission;	All relevant Commission policies have been addressed.	Satisfied
(f)	any policy of the State;	All relevant State policies have been addressed.	Satisfied
(g)	any local planning policy for the Scheme area;	The City has no local planning policies relating to educational establishments or to this site.	Satisfied
(h)	any structure plan, activity centre plan or local development plan that relates to the development;	Not applicable to this site.	Satisfied
(i)	any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> ;	Not applicable to this site.	Not applicable
(j)	in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	Not applicable to this site.	Not applicable
(k)	the built heritage conservation of any place that is of cultural significance;	The site does not contain any registered places of State or local heritage significance.	Not applicable
(l)	the effect of the proposal on the cultural heritage significance of the area in which the development is located;	The site does not adjoin any registered places of Aboriginal heritage significance	Not applicable
(m)	the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	The buildings are existing and the educational establishment has operated for approximately 20 years. The development is compatible with its setting. The development responds to the context and planning framework.	Satisfied
(n)	the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	The buildings are existing. The existing buildings address the character of the locality and associated environmental and social impacts. No significant adverse impact has been identified including as set out in the Environmental Noise Emission Report.	Satisfied
(o)	the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or	There are no changes to the buildings.	Satisfied

	to mitigate impacts on the natural environment or the water resource;		
(p)	whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The site contains considerable open space and landscaping.	Satisfied
(q)	The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	The buildings are not within a bushfire prone area.	Satisfied
(r)	the suitability of the land for the development taking into account the possible risk to human health or safety;	The site is not contaminated, nor have any health or safety risks been identified.	Satisfied
(s)	the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	There is existing vehicle access and parking. The proposed vehicular, cycling and pedestrian access are suitable for the proposed development as set out in the Traffic Impact Statement. Two minibus bus bays are proposed.	Satisfied
(t)	the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	Expected traffic volumes are capable of being handled by the road network. Car parking provision is suitable as set out in the Traffic Impact Statement.	Satisfied
(u)	the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	The buildings and infrastructure are existing. Ten bike bays are proposed.	Satisfied
(v)	the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	The development proposes a required community facility. No adverse impact to community service or community benefit are identified.	Satisfied
(w)	the history of the site where the development is to be located;	No historical issues of note have been identified for the site.	Satisfied
(x)	the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The development will positively impact the locality through providing a required educational facility.	Satisfied
(y)	any submissions received on the application;	Pending consultation.	Pending consultation
(za)	the comments or submissions received from any authority consulted under clause 66;	Pending consultation.	Pending authority comments
(zb)	any other planning consideration the local government considers appropriate.	No other planning considerations have been identified.	Pending final assessment by City



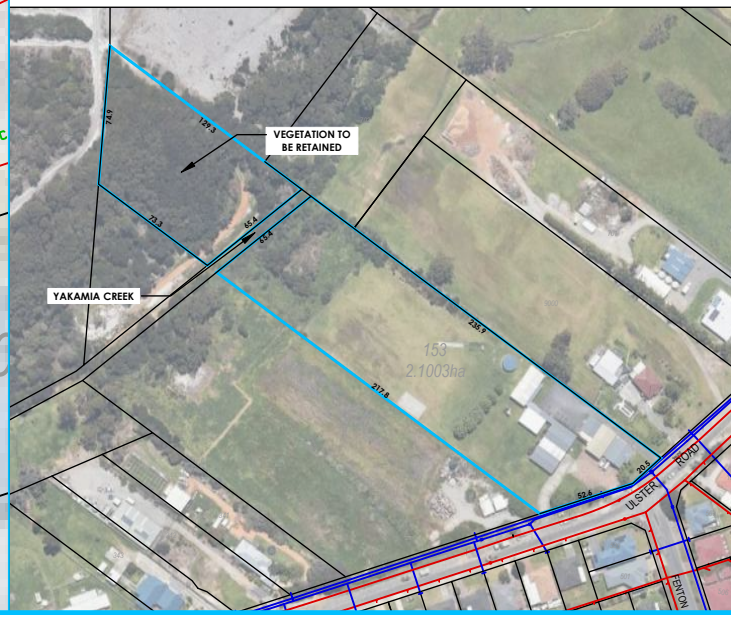
SITE PLAN

Lot 153 (No. 95) Ulster Road, Yakamia
City of Albany

LEGEND

-  SUBJECT LAND
-  703 1012m² EXISTING LOT DETAILS
-  U/GROUND WATER SERVICE
-  U/GROUND COMMS WIRE
-  LOW VOLTAGE WIRE (< 1kV)
-  LAND APPLICATION AREA (INDICATIVE)

INSERT: 1:4000@A3



NOTES

1. AREAS, DIMENSIONS AND FINAL BOUNDARY ALIGNMENTS SUBJECT TO DETAILED SURVEY.
2. SERVICE INFORMATION DIGITISED FOR VISUAL PURPOSES ONLY FROM DIAL BEFORE YOU DIG.

C	NEW PARKING/BIKE BAYS, NOTATIONS	260922
B	PARKING & NOTATION CHANGES	260721
A	AMENDMENT SITE PLAN	260707
REV	DESCRIPTION	YYMMDD



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DRAWING NUMBER
EP 260707 01

REV
C

Issued for design intent only.
All areas and dimensions are
subject to detail design + survey.

SCALE 1:500
SHEET A3





**Yakamia School Expansion
95 Ulster Rd, Yakamia**

Environmental Noise Emission Report

Reference: P191474RP1

Document Information

Project	Yakamia School Expansion	
Client	Alta 1 College	
Report title	Environmental Noise Emission	
Project Number	P191474	
Author	Martti Warpenius Director p+61 8 9468 7888 m+61 414 394 220 martti@reverberate.consulting	

Revision Table

Report revision	Date	Comments
0	1 October 2026	Draft Issued to client
1	2 October 2026	Update

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L ₉₀	Noise level exceeded for 90 % of the measurement time. The L ₉₀ level is commonly referred to as the background noise level.
L ₁₀	Noise level exceeded for 10 % of the measurement time. The L ₁₀ level represents the typical upper noise level and is often used to represent traffic or industrial noise emission.
L _{A10,adj}	Adjusted L _{A10} . Adjustment based on obvious tonality, impulsive or Modulation characteristics in the audible noise at a receiver point. Based on the adjustment methodology in Environmental Protection (Noise) Regulations 1997 Regulation 9
L _{A1,adj}	Adjusted, A-weighted noise level exceeded for 1 % of the measurement time. The L _{A1, adj} level represents mostly short duration, high level sound events.
L _{Amax,adj}	Adjusted, A-weighted maximum instantaneous noise level.
L _{Aeq}	A-weighted Equivalent Noise Level—Energy averaged noise level over the measurement time.
R _w	Weighted Sound Reduction Index—A laboratory measured value of the acoustic separation provided by a single building element (such as a partition). The higher the R _w the better the noise isolation provided by a building element.
R _w + C _{tr}	A measure of the sound insulation performance of a building element with a C _{tr} spectrum adaptation term placing greater emphasis on the low frequency performance.
Reverberation Time (RT)	Of a room, for a sound of a given frequency or frequency band, the time that would be required for the reverberantly decaying sound pressure level in the room to decrease by 60 decibels.

Table of Contents

Glossary 3

Table of Contents 4

1. Executive Summary 5

2. Site and Surrounds 6

3. Noise Assessment Criteria 7

 3.1 Environmental Protection Act 7

 3.2 Environmental Protection (Noise) Regulations 1997 8

4. Noise Assessment 10

 4.1 Noise sources modelled 10

 4.2 Noise Forecast and Impact 11

5. Discussion 15

6. Conclusion 16

Appendix A: Determination of Assigned Level 17

1. Executive Summary

Reverberate Consulting has been commissioned to provide acoustic advice relating to the proposed expansion of the Yakamia School at 95 Ulster Rd, Yakamia. The school currently has 40 students, and this is proposed to expand to 100 students.

Given the existing operation of the school, the main acoustical issue covered in this report is the increase in environmental noise emission from the site, as received at nearby residential premises from the increased number of children in outdoor recreation areas. Additionally, the noise from the existing carpark operations has also been assessed.

It was found that the noise emission from the site complies with the Assigned Levels from the Noise Regulations and is therefore considered acceptable

This report details the results of the acoustic assessment.

2. Site and Surrounds

The Yakamia School is located at 95 Ulster Road Yakamia, refer to the Site Plan in Figure 1. It is bounded on the south by Ulster Rd, on the east by a residence at 97 Ulster Road, and on the west by a commercial operation. Apart from 97 Ulster Road, the nearest affected housing is on the south side of Ulster Rd

The school currently accommodates 40 students, and this is proposed to expand to 100 students.

The students are planned to arrive by a combination of walking/bicycle, private car and by bus. Advice received is that this activity will be unchanged from that currently used. Other noise sources which remain unchanged include noise from mechanical plant, and noise associated with the basketball court. As these activities are unchanged they are not assessed in this report.

The dominant noisy activity expected at the site is:

- Up to 100 children outdoors either before school or during recess periods
- Cars in the carpark



Figure 1: Overall Site Plan and surrounds

3. Noise Assessment Criteria

3.1 Environmental Protection Act

The Environmental Protection Act (1986) provides for the prevention, control and abatement of pollution and environmental harm. This Act limits environmental noise in Section 3 (3) as follows:

For the purposes of this Act, noise is taken to be unreasonable if –

- (a) it is emitted, or the equipment emitting it is used, in contravention of –
 - (i) this Act; or*
 - (ii) any subsidiary legislation made under this Act; or*
 - (iii) any requirement or permission (by whatever name called) made or given by or under this Act;**

or

- (b) having regard to the nature and duration of the noise emissions, the frequency of similar noise emissions from the same source (or a source under the control of the same person or persons) and the time of day at which the noise is emitted, the noise unreasonably interferes with the health, welfare, convenience, comfort or amenity of any person; or*

- (c) it is prescribed to be unreasonable for the purposes of this Act.*

Reverberate has used the above legislation to assess the noise impact from the site. More particularly, noises which have a distinct character, and are different to the ambient noise environment are assessed under the subsidiary legislation; the Environmental Protection (Noise) Regulations 1997. Such an assessment has been undertaken for noise sources such as child noise in the outdoor recreation and public open space areas, the noise from mechanical plant, and the noise of vehicle activity in the carpark.

3.2 Environmental Protection (Noise) Regulations 1997

The Environmental Protection (Noise) Regulations 1997 (the Regulations) provide limits for acceptable noise from operations and activities. The Regulations specify the maximum permissible noise levels (termed Assigned Levels) at noise sensitive premises, caused by excessive nearby noise, during various times of the day.

The Assigned Levels have been calculated for all properties using the method shown in Appendix A. The resultant Assigned Levels at properties around the site are presented below in Table 1.

Due to the proposed hours of operation, the day-time period is the critical assessment period.

Table 1: Environmental noise emission criteria (Assigned Levels)

Receiving Premises	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises – Highly Sensitive	0700 to 1900 hours Monday to Saturday	45	55	65
	0900 to 1900 hours Sunday and public holidays	40	50	60
	1900 to 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35	45	55

The critical criterion for noise reaching surrounding neighbours is therefore:

- 45 dB for child noise in outdoor recess areas
- 65 dB for L_{Amax} carpark activity especially for door closing events

Note that adjustments are applied to the noise sources for a variety of characteristics. Where tonality, impulsiveness and/or modulation is present in the noise signal, when experienced at the nearest neighbours, then these noises are additionally adjusted where the characteristics cannot be removed from the noise signature.

It is expected that especially during potentially quiet periods, the sound of car door closing could be perceived as impulsive at nearby residences. These noises would attract adjustments of 10 dB.

Regarding vehicles, it is noted under Regulation 3 that

- (1) Nothing in these regulations applies to the following noise emissions –*
(a) noise emissions from the propulsion and braking systems of motor vehicles operating on a road;

This clause also applies to vehicles in publicly accessible carparks.

3.3 Community Noise

The Environmental Protection (Noise) Regulations 1997 has a general exception for “*Community Noise*”. Community noise may not need to meet the Assigned Level requirements outlined in Section 2.2 above.

Community Noise is defined, in part, as

1. ...
2. ...
3. ...
4. *Noise emitted as a consequence of a recreational or educational activity from premises occupied for educational purposes if the activity –*
 - a. *is conducted under the control of the occupier of the premises; and*
 - b. *does not include the use of mechanical equipment other than musical instruments.*

This means that potentially noise emission from students at the school, or noise from school-controlled activities may not need to comply with the assigned level requirements in the Noise Regulations.

From a planning perspective it is useful nevertheless to compare the noise emission from such activities against the Assigned Level requirements, were these Assigned Levels applicable to the noises outlined in this section.

4. Noise Assessment

4.1 Noise sources modelled

Noise emission sources, buildings, barriers and ground contours were used to develop a 3-D SoundPLAN noise model as shown below in Figure 2. This figure shows the locations of these noise sources, noise barriers, and site & surrounding buildings.

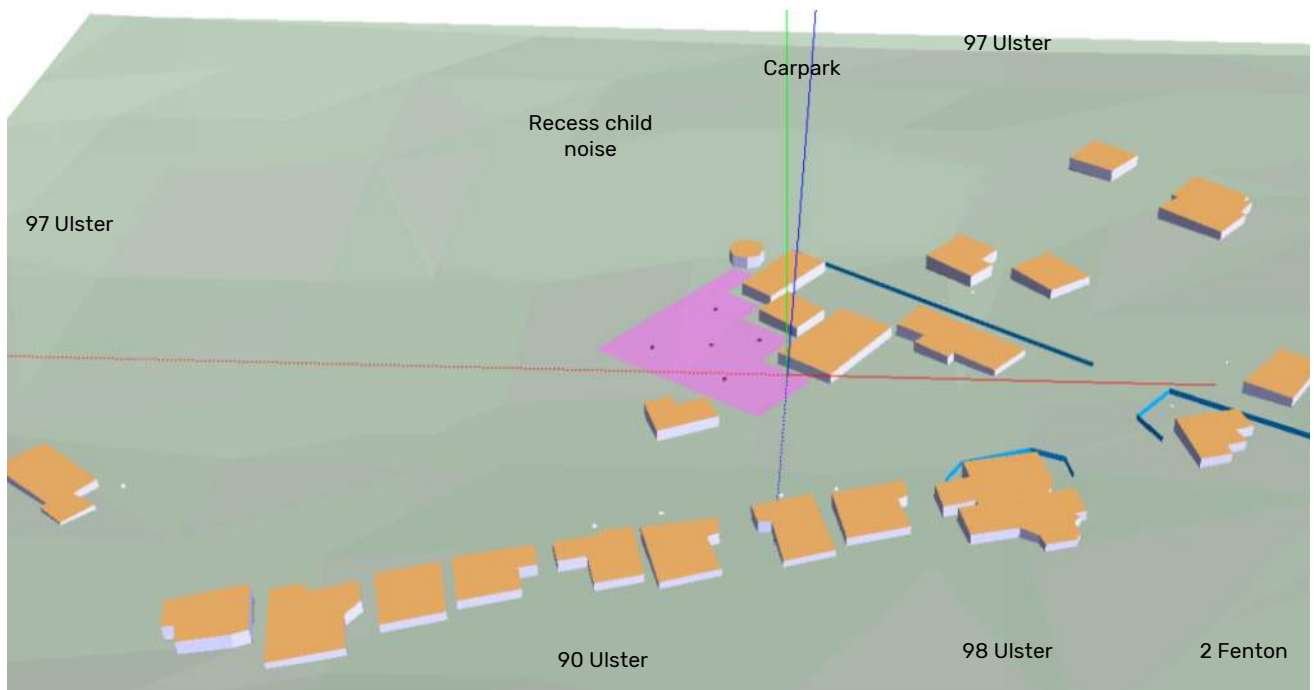


Figure 2 – 3-D SoundPLAN model of Yakamia School and Noise Sources

The Yakamia School has been modelled with the following typical maximum noise events and sound power levels:

- Outdoor student noise
 - A third of all 100 students, i.e. 30 students will be simultaneously talking with raised voices of
 L_{A10} 74 dB per person
 - An additional 5 children simultaneously talking loudly with “Stage” voice of
 L_{A10} 80 dB per person
- Carpark – door close events each
 L_{Amax} 84 dB

4.2 Noise Forecast and Impact

A computer noise modelling was used to forecast the noise impacts to locations around the site. The software used was SoundPLAN Version 9, with the ISO9613 algorithms selected. These algorithms have been used as they allow for the influence of wind, atmospheric stability, barriers, building shielding and ground absorption. It is appropriate for the current configuration of noise sources and receiver locations.

The Input data used in modelling includes

- Meteorological Information;
- Topographical data;
- Buildings, barriers, fences, and other features which may shield noise
- Ground Absorption; and
- Source sound levels.

The following parameters were used as necessary in modelling for daytime operations i.e., between 7 am and 7 pm.

- Pasquil Stability Factor F
- Temperature 20 °C
- Wind Speed 3 m/s
- Wind Direction Worst case – i.e., all directions
- Relative Humidity 50%
- Ground Absorption 0.65 in grassed areas
- 0.10 for paved areas such as roads and carparks

Adjustments were applied for the forecast noise reaching receptor locations. Where judged to be evident at the receiving locations, the following adjustments were applied:

- +5 dB where the received noise from mechanical plant was determined to have tonal characteristics
- +10 dB where the received noise from car doors was determined to have impulsive characteristics

The forecast noise levels at sensitive receivers are summarised Table 2 below. These forecasts are based on the maximum Sound Power Levels in Section 0 above.

The corresponding forecast noise levels at sensitive receivers are also shown in noise contour plots Figure 3 and Figure 4

Table 2 Forecast daytime noise emission levels – children in recess & carpark noise

	Receiver								
Receiver Location	1 Fenton	2 Fenton	38 Gairdner	92 Ulster	94 Ulster	96 Ulster	97 Ulster	98 Ulster	71 Ulster
	Gnd Fl	Gnd Fl	Gnd Fl	Gnd Fl	Gnd Fl	Gnd Fl	Gnd Fl	Gnd Fl	Gnd Fl
Child Noise	32	38	33	41	42	45	31	45	37
Assigned Level	45	45	45	45	45	45	45	45	45
Compliance	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Carpark Noise**	40	37	42	37	37	39	53	40	35
Assigned Level	65	65	65	65	65	65	65	65	65
Compliance	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Note ** Impulse adjustment applied



Figure 3: Daytime L_{A10} environmental noise emission - 1.4 m above ground level - Recess noise
(Assigned Level = 45 dB)



Figure 4: Daytime Environmental noise emission prediction (L_{Amax}) at 1.4 m above ground level – Carpark noise
(Assigned Level = 65 dB)

5. Discussion

The Environmental Protection (Noise) Regulations 1997 consider that the noise emission from

1. attendees at educational facilities such as schools,
2. the propulsion and braking systems of motor vehicles operating on a road; [inclusive of publicly accessible carparks]

Do not necessarily need to meet the noise limits as defined by the Assigned Levels.

A comparison with the Assigned Levels has nevertheless been undertaken from a planning perspective. This was done to show that regardless of whether noise emissions need to meet the Assigned Levels, the proposal itself complies with these Assigned Levels and so the potential noise emission from the site would be considered acceptable.

These conclusions can be drawn using the conservative assumptions that

- all children are located outdoors simultaneously with the maximum numbers of children making noise as noted
- Noise Regulation adjustments are needed for the car door noise at the nearest residences as proposed

We consider that these assumptions are conservative, and that it unlikely that these will actually occur. Overall, therefore the analysis in this report is considered conservative.

Based on the noise sources, school layout, existing shielding & barriers and the conservative assumptions outlined in this report, the overall noise emission from the site is considered acceptable throughout the day.

6. Conclusion

An assessment of environmental noise emission from the proposed Yakami School expansion at 95 Ulster Road, Yakamia has been undertaken.

The forecast noise emission levels have been presented. The forecasts have shown that the noise emission from the site meets the Environmental Protection Act (1986) and Environmental Protection (Noise) Regulations 1997 requirements. This is using the existing shielding and barriers at the site.

No additional treatments are needed at the site and the environmental noise emission from the site is considered acceptable.

Appendix A: Determination of Assigned Level

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations generating excessive noise. The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by surrounding noises, during various times of the day. Time of day affects the assigned levels for noise-sensitive premises, as follows –

- Lowest levels at night (10 pm to 7 am any day, or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 10 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

The baseline assigned levels from the Regulations are shown below in Table 3.

Table 3 – Baseline Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	45+IF	55+IF	65+IF
	0900 to 1900 hours Sunday and public holidays	40+IF	50+IF	65+IF
	1900 to 2200 hours all days	40+IF	50+IF	55+IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35+IF	45+IF	55+IF
Noise Sensitive Premises – any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

The Assigned Levels above are then increased using an Influencing Factor (IF) as defined in the Regulations. The Influencing Factor is greater than zero where there are significant areas of land uses, within 100 m and 450 m radii of the receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of roads carrying significant traffic.

The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centred on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have been assessed for the properties.

Example Influencing Factor calculations are shown below. These factors are based on the land zonings established for the surrounding areas, and have been added to the baseline Assigned Levels to produce the final Assigned Levels in Section 3.2 above

Property = #97 Ulster Rd.

Type of Land	450m Radius	100m radius	Total	
Industrial Land	0%	0%	0	dB
Commercial Land	0%	0%	0	dB
Transportation Factor			0	dB
TOTAL Influencing Factor			0	dB



Transport Impact Statement

Project:	Proposed School Expansion 95 Ulster Road, Yakamia
Client:	Alta1 c/o Edge Planning & Property
Author:	Tshering Yangden
Date:	2 nd October 2026
Shawmac Document #:	2607019-TIS-001

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Contents

1.	Introduction	1
1.1.	Proponent	1
1.2.	Site Location	1
2.	Proposed Development.....	4
2.1.	Land Use.....	4
3.	Traffic Management on Frontage Street	6
3.1.	Existing Road Layout and Hierarchy.....	6
3.2.	Speed Limit.....	7
4.	Vehicle Access and Parking.....	8
4.1.	Vehicle Access.....	8
4.2.	Vehicle Sight Distance	9
4.3.	Parking Requirements	11
4.4.	Parking Layout.....	12
4.5.	Provision for Service Vehicles.....	13
5.	Traffic Generation	14
5.1.	Traffic Generation	14
6.	Pedestrian and Cyclist Demand and Facilities Assessment.....	15
6.1.	Accessibility	15
6.2.	Bicycle Parking	16
7.	Public Transport Accessibility	17
8.	Site Specific Issues and Safety Issues.....	18
8.1.	Crash History	18
9.	Conclusion	19
	Appendix A – Vehicle Swept Path Analysis	21



Figures

Figure 1: General Site Location	2
Figure 2: Aerial View (October 2025)	3
Figure 3: Site Plan	5
Figure 4: Road Layout and Hierarchy	6
Figure 5: Existing Speed Limits	7
Figure 6: Access Arrangement	8
Figure 7: AS2890.1 Sight Distance Requirements	9
Figure 8: Sight Distance Checks	10
Figure 9: Classification of Parking Facilities	12
Figure 10: Existing Path Network	15
Figure 11: Existing Bus Routes	17
Figure 12: Crash History January 2021 to December 2025	18

Tables

Table 1: AS2890.1 Car Parking Compliance	13
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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Edge Planning & Property on behalf of Alta1 to prepare a Transport Impact Statement (TIS) for a proposed school expansion in Yakamia.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking including sight distance assessment in accordance with relevant guidelines.
- Provision for service vehicles.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 95 Ulster Road in Yakamia. The local authority is the City of Albany.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

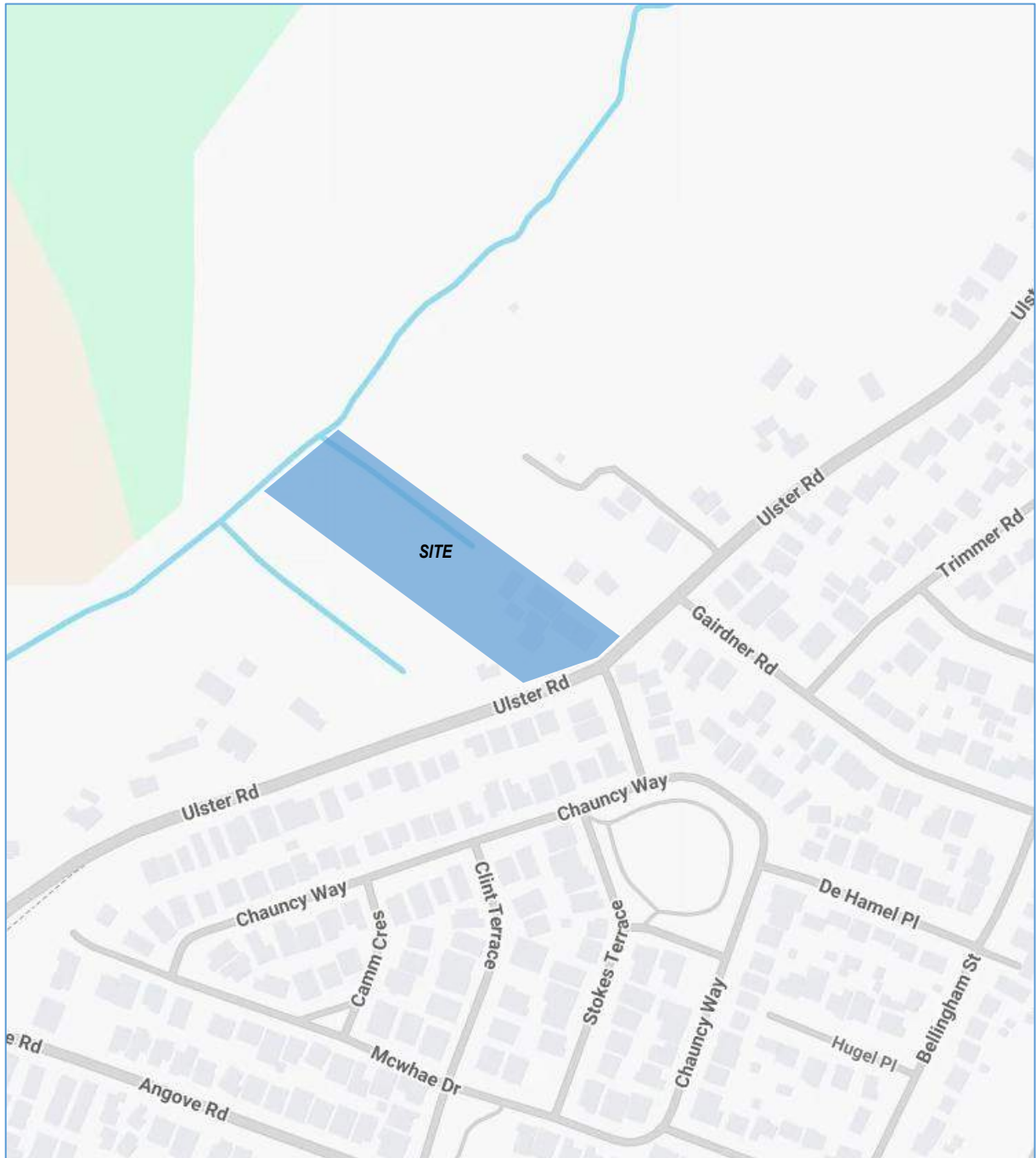


Figure 1: General Site Location



Figure 2: Aerial View (October 2025)



2. Proposed Development

2.1. Land Use

There is an existing administration building and classrooms on the south-east portion of the site, and the rest of the site is currently undeveloped.

The proposal is to increase the school capacity from 40 to 100 students and up to 20 staff. No new buildings or infrastructure are proposed other than additional parking bays.

The school operating hours are between 8:30am and 3:30pm.

The site plan showing the additional parking bays is shown in **Figure 3**.

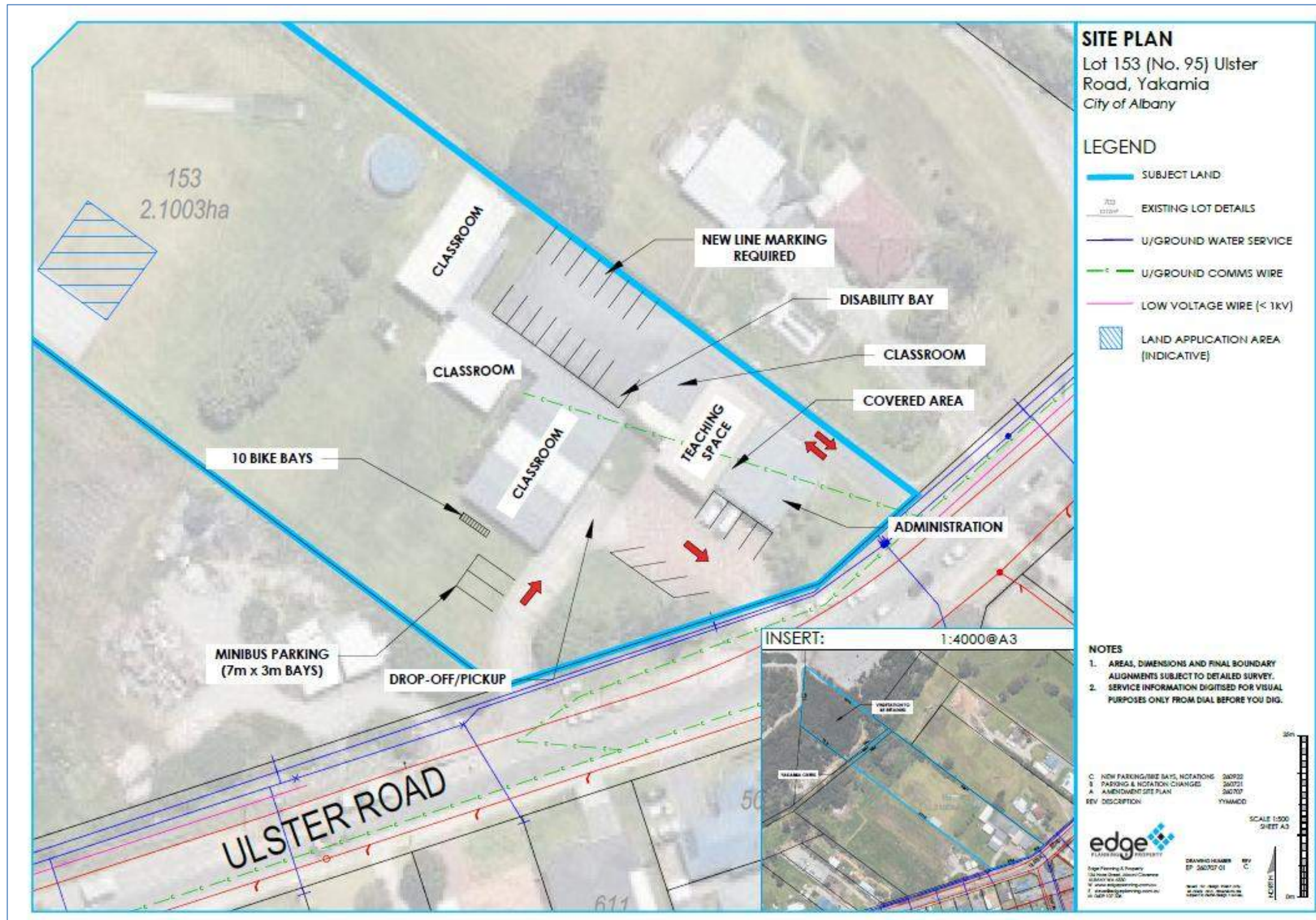
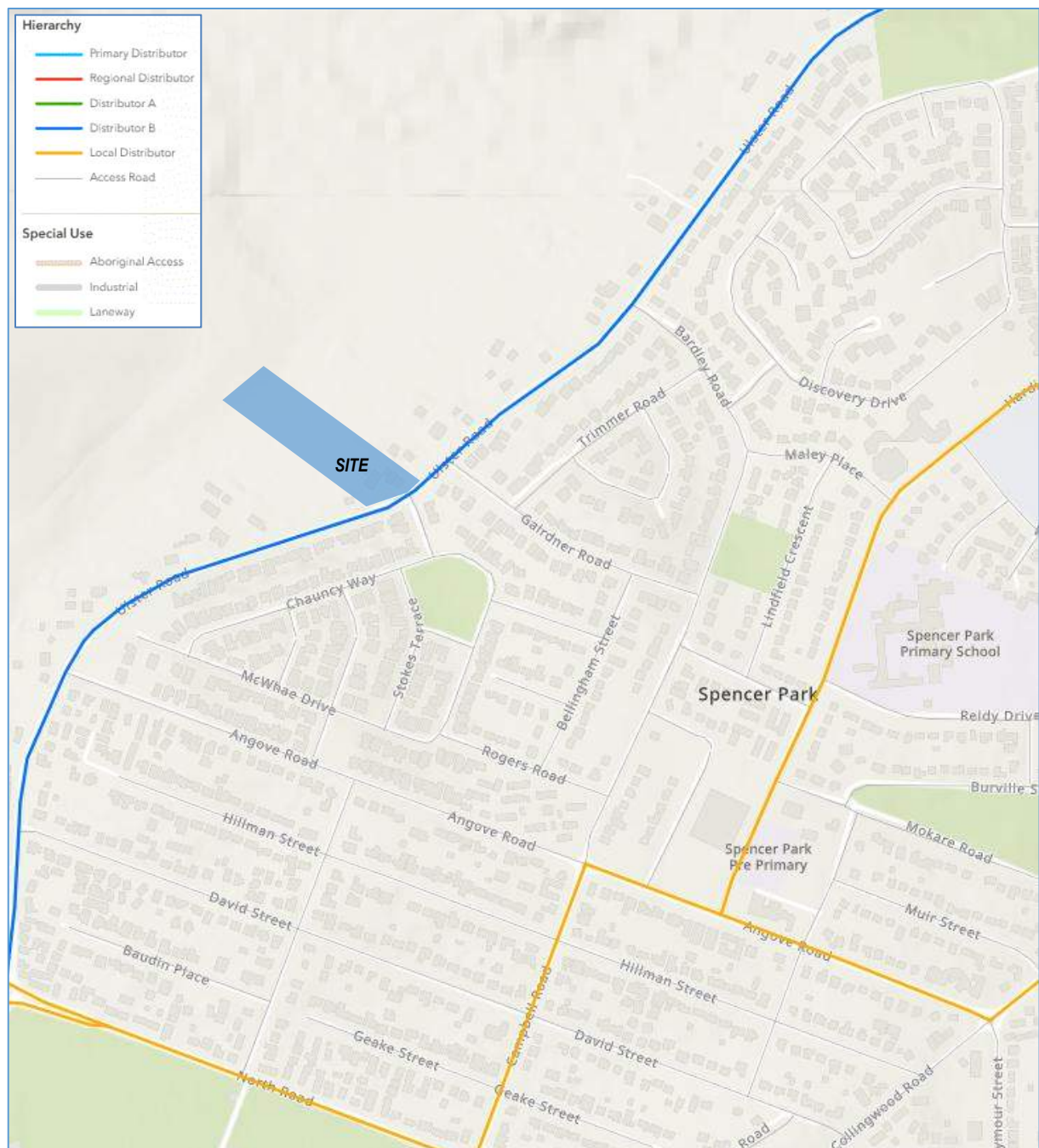


Figure 3: Site Plan

3. Traffic Management on Frontage Street

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.



4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access is currently via three crossovers on Ulster Road as shown in **Figure 6**. A one-way traffic flow is enforced through the main car park. No changes to the existing access arrangement are proposed.



Figure 6: Access Arrangement

4.2. Vehicle Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of Australian Standard AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) which are based on the Austroads Stopping Sight Distance shown in **Figure 7**.

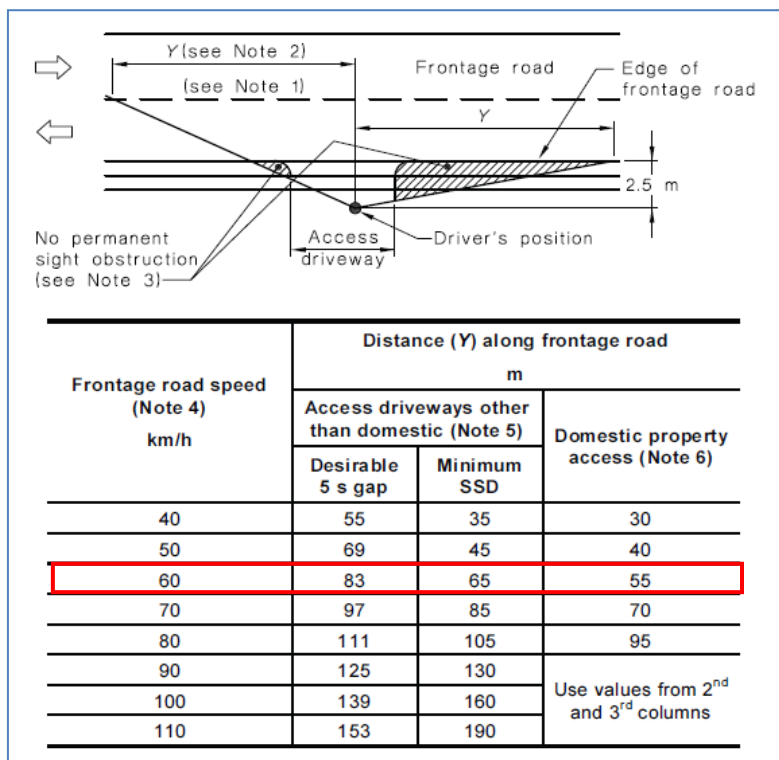


Figure 7: AS2890.1 Sight Distance Requirements

Based on the assumed 60km/h speed limit, the minimum required sight distance is 55m.

As shown in **Figure 8**, the minimum required sight distance is achieved in both directions at both exit crossovers.

The vehicles approaching the site are expected to travel at low speeds due to the reduced speed conditions during school peak periods, with the speed limit reduced to 40 km/h. Furthermore, the fencing surrounding the school is visually permeable. It is also noted that there is no recorded crash history associated with the existing school access arrangement over the years of school operation, indicating that the existing sight distance is satisfactory.

A vertical crest is located along the north-eastern extent of Ulster Road, however; it is located approximately 55m beyond the site access. The location of the crest does not impact the available sight distance for vehicles exiting the site.

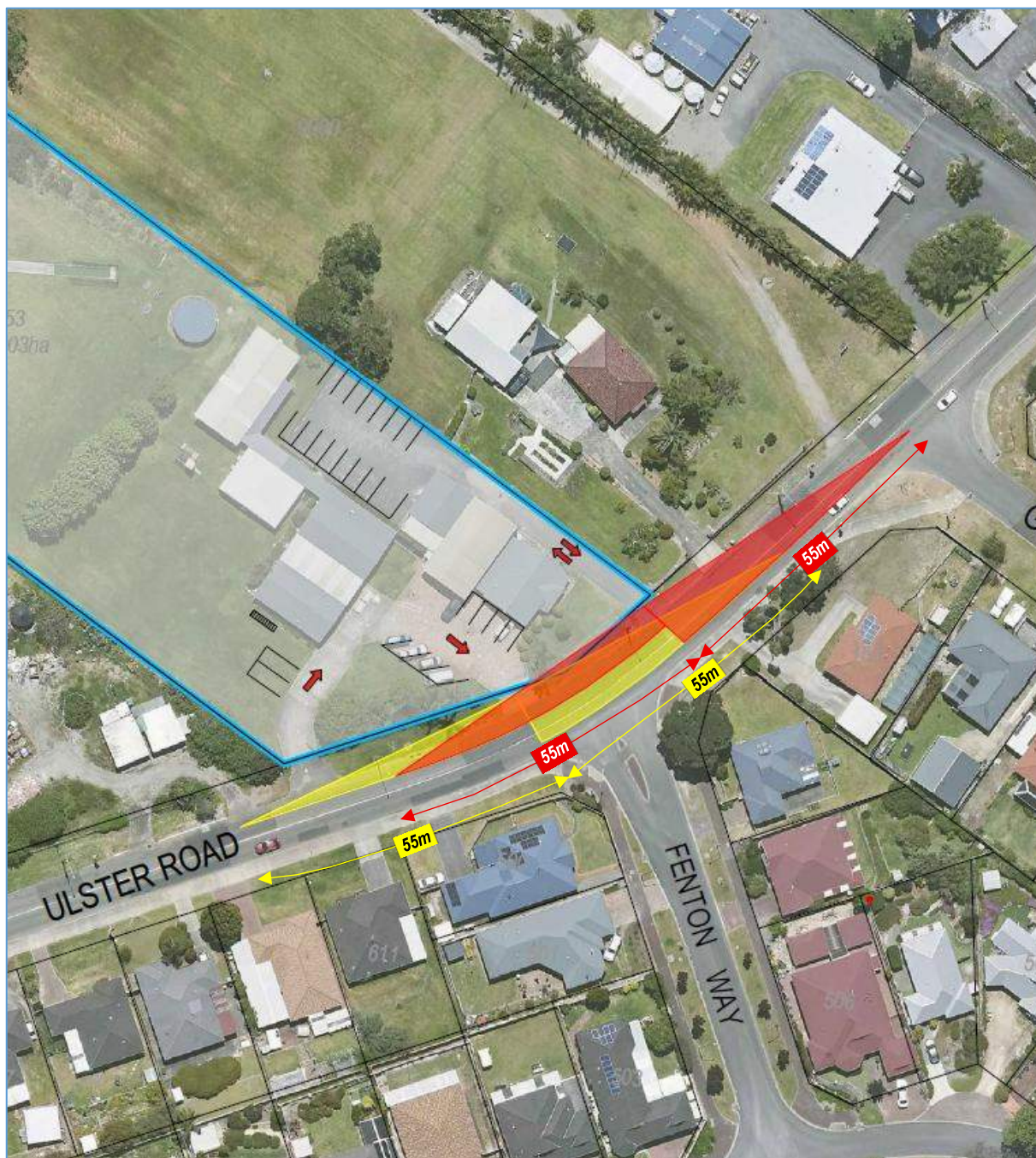


Figure 8: Sight Distance Checks

4.3. Parking Requirements

The minimum parking requirements for development within the City of Albany are outlined in the City's Local Planning Scheme No. 2 (LPS2). For an Educational Establishment, parking is required at a rate of 1 bay per employee, with additional provision for buses. Parking for parents and students is to be determined at the discretion of the local government.

Based on the information provided by the client, the development will accommodate 20 staff and four minibuses in total. However, only two minibuses are proposed to be parked on-site, with the remaining two minibuses accommodated at Alta1's existing premises at 140 Albany Highway, Centennial Park. Accordingly, the proposed development requires 20 car parking bays and 2 dedicated minibus bays on site.

The development proposes 22 car parking bays and 2 minibus parking bays, exceeding the minimum car parking requirement. As discussed later, a significant proportion of students are picked up and dropped off by the school bus service. There is also ample open space adjacent to the car park for overflow parking when required.

4.4. Parking Layout

The parking layout will need to comply with the requirements of Australian Standard AS2890.1. The user class will depend on the purpose of the bay as detailed in **Figure 9**.

9

AS/NZS 2890.1:2004

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 9: Classification of Parking Facilities

Staff parking (long-term parking) would be classified as User Class 1A. Visitor parking (medium-term parking) would most likely be classified as User Class 2.

A summary of the AS2890.1 parking requirements is detailed in **Table 1**.

Table 1: AS2890.1 Car Parking Compliance

Dimension	Requirement	Proposed
90 degree parking – Class 1 – Long Term Parking (Staff)		
Car Bay Width	2.4m	2.8m
Car Bay Length	5.4m	5.2m
Parking Aisle Width	5.8m	8.0m
90 degree parking – Class 2 – Medium Term Parking (Customers and Visitors)		
Car Bay Width	2.5m	2.8m
Car Bay Length	5.4m	5.5m
Parking Aisle Width	5.8m	6.0m minimum
45 degree parking – Off-street Parking (Staff)		
Car Bay Width	2.4m	2.4m
Car Bay Length	4.8m	5.5m
Parking Aisle Width	3.9m	8.0m

As shown, the key parking dimensions are compliant with AS2890.1 except for an existing 90-degree parking bays, which is approximately 200mm short than the minimum required length. This minor shortfall is considered acceptable given the provision of an 8.0 m wide parking aisle, which provides additional manoeuvring space and improves vehicle accessibility.

The client has advised that a 5.915m long, 12-seater Toyota HiAce minibus will access the site and be parked on-site.

A preliminary vehicle swept path analysis has been undertaken to check minibus manoeuvring through the site and to check the parking bays. The analysis has been undertaken in AutoTURN vehicle tracking software using a custom template representing a 6.0m long van.

The results of the analysis are also attached as **Appendix A** and these demonstrate that the proposed 7.0m × 3.0m minibus parking bays can accommodate the 6m long van with adequate space for parking and manoeuvring.

4.5. Provision for Service Vehicles

Waste is currently collected by City's waste collection service via kerbside collection and so waste vehicles do not need to enter the site. No changes to waste collection are proposed or required.

5. Traffic Generation

5.1. Traffic Generation

The traffic generation potential of the site has been estimated based on operational information provided by the client, including the expected number of staff, students and school buses. According to the client's information, the school is expected to operate a bus service comprising four 12-seater minibuses. It is anticipated that approximately 50–60% of students will use the school bus service for travel to and from the site. For this assessment, it has been assumed that 50% of students will use the school bus service, representing a conservative worst-case scenario.

The peak periods of assessment are the typical school peak hours which are from 8 to 9am in the morning and from 3 to 4pm.

The estimated vehicle trip generation at the ultimate school capacity of 100 students is summarised below:

- Staff vehicles (20 staff): 20 vehicle trips per peak hour
- Parents drop-off vehicles: approximately 33 vehicles drop-off, equating to 66 trips per hour (assumed 1.5 students per vehicle)
- Bus drop-off services: 4 bus drop-offs, equating 8 trips per hour (Assumed 50% students will travel by bus as worst case scenario)

Total Vehicle Trips: 94 trips per peak hour

Overall, the proposed increase in school capacity is expected to generate approximately 94 vehicle trips during the AM peak hour and 94 vehicle trips during the PM peak hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed to be acceptable without requiring detailed capacity analysis. The estimated 94 vehicles per hour is around the higher end of this range and so the development traffic will have a moderate impact and can be accommodated within the existing capacity of the road network.

It is anticipated that actual student attendance during the relevant peak periods will be approximately 50% of the total enrolment. On this basis, the realistic peak hour traffic generation would be significantly lower, at approximately 47 vehicles per hour. The assessment has, however, been based on the ultimate capacity of 100 students, including existing enrolments, and therefore provides a conservative assessment of potential traffic generation. As the assessment considers the total capacity, the net increase in traffic associated with the proposed expansion will be lower than the overall traffic generation calculated above.

6. Pedestrian and Cyclist Demand and Facilities Assessment

6.1. Accessibility

The existing path network along the school frontage road is shown in **Figure 10**.

The existing pram ramp and crossing opportunities are shown in red and the pedestrian paths in yellow.



Figure 10: Existing Path Network

As shown, a pedestrian path is provided along at least one side of the frontage road, with limited footpath provision in the surrounding area.

Based on the land use and location, the demand for walking and cycling is expected to be minimal and the provision of additional paths is not warranted.



6.2. Bicycle Parking

The bicycle parking requirements are also outlined in the City's *LPS2*, which requires a minimum of 1 bicycle parking spaces per 10 students. Based on a total of 100 students, 10 bicycle parking spaces are required.

Currently, there are no dedicated bicycle parking facilities provided on the school site. It is proposed to provide 10 bicycle parking spaces for students and staff, which will meet the minimum bicycle parking requirements under *LPS2*.

7. Public Transport Accessibility

The following public transport services currently operating within 800m walking distance of the school site as shown in **Figure 11**. The closest bus route is Transperth Bus Route 804 and 807 along Park Road adjacent to Park Road and Angove Road intersection which operates between Peels Place via York Street and Peels Place.

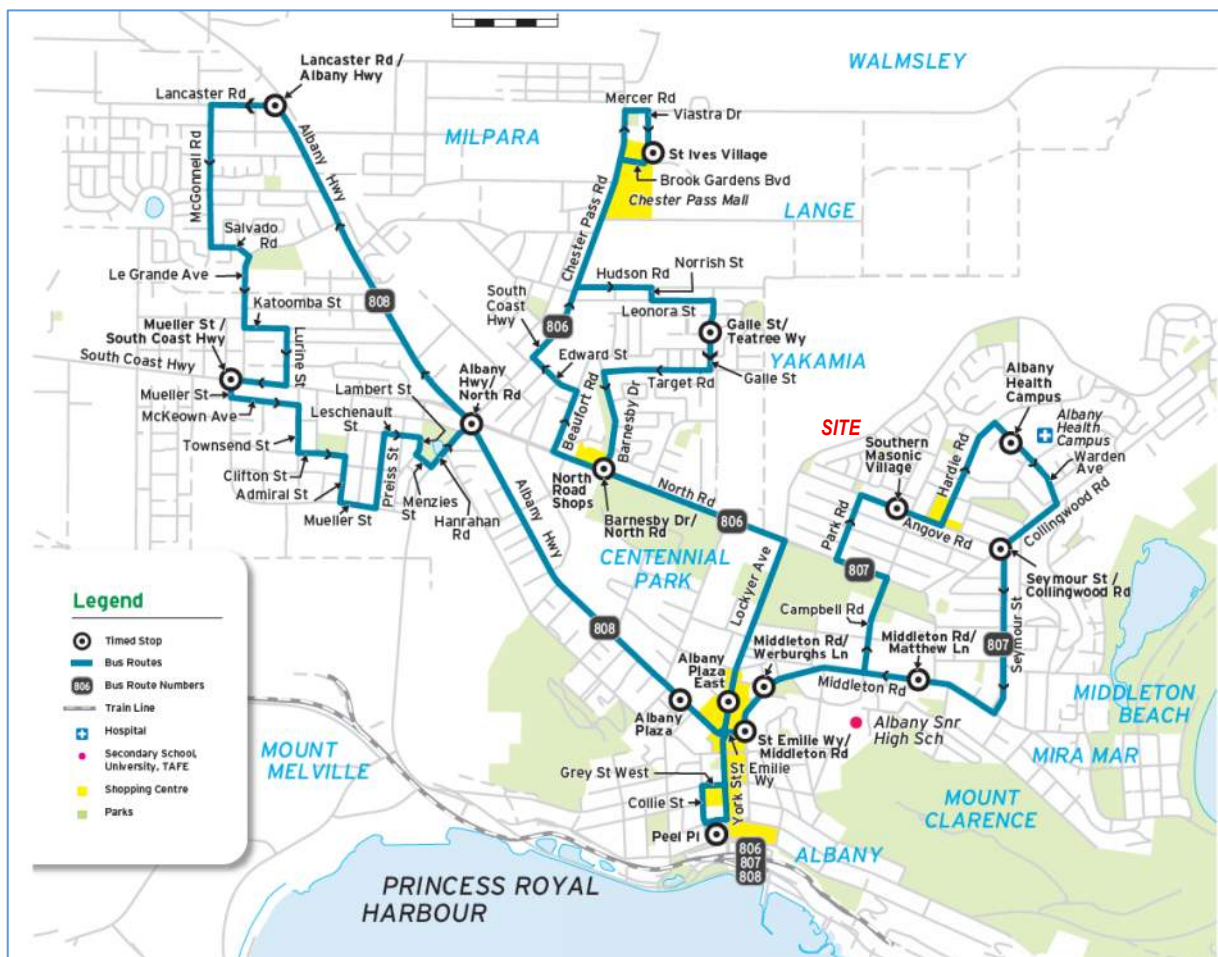


Figure 11: Existing Bus Routes

The school operates a bus service comprising four 12-seater minibuses, in addition to accommodating student drop-off by private vehicles. It is anticipated that approximately 50–60% of students will access the school via the school's minibus services. Given the significant proportion of students expected to utilise the school's dedicated transport services, reliance on existing public transport services is expected to be low. Therefore, the existing public transport network is considered adequate to support the proposed development.

If there is demonstrated increase in demand, the school and the City should liaise with the Public Transport Authority (PTA) with regards to increasing public transport services.

8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included length of Ulster Road between Angove Road and Bardley Road. A summary of crashes recorded over the five-year period from January 2021 to December 2025 is shown in **Figure 12**.

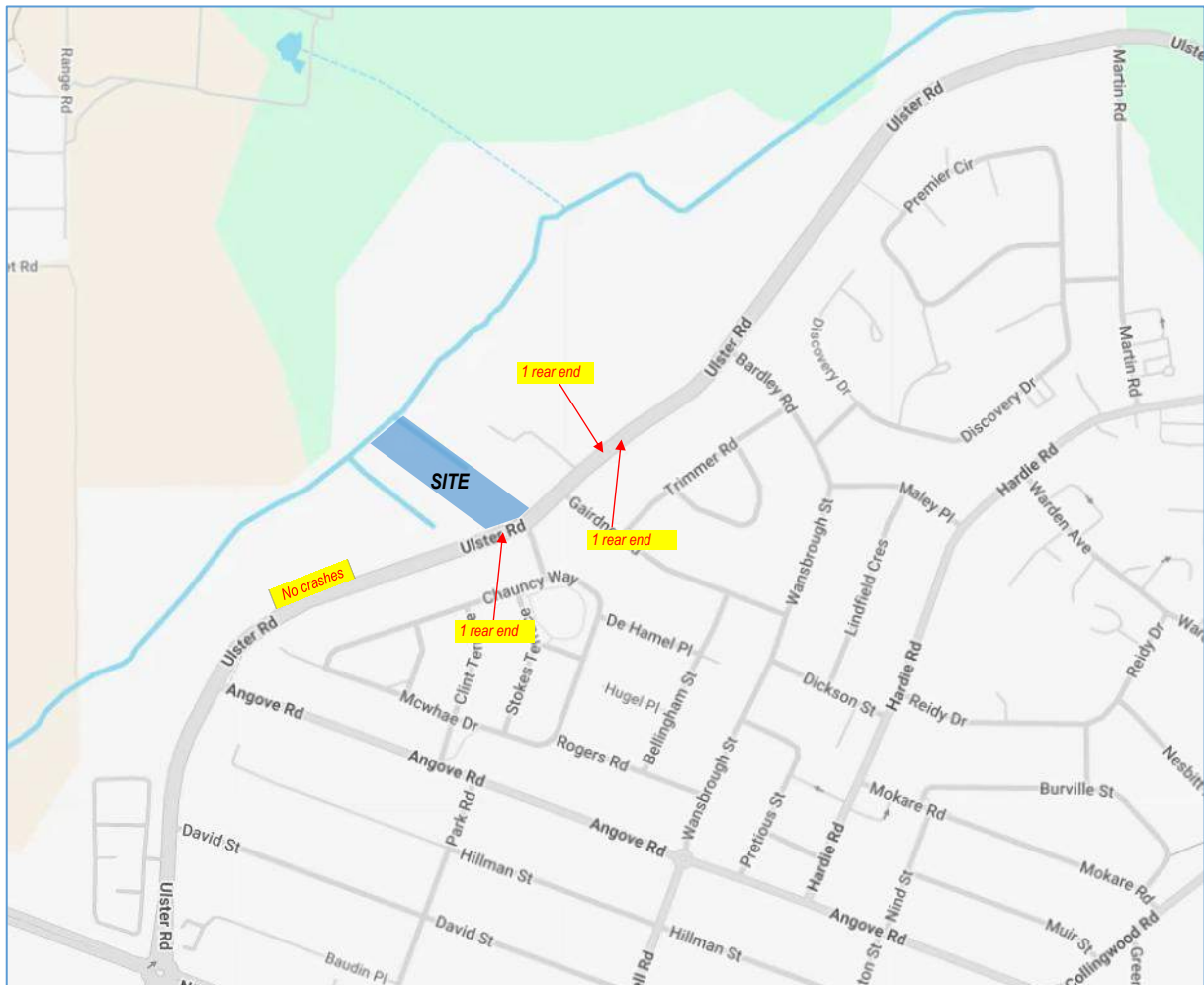


Figure 12: Crash History January 2021 to December 2025

The crash history is relatively low and does not appear to indicate a major safety issue with the road network. The proposed development will generate a moderate volume of additional traffic and there is no indication that the development itself will increase the risk of crashes unacceptably.

9. Conclusion

A Transport Impact Statement for the proposed development at 95 Ulster Road, Yakamia concluded the following:

- Vehicle access is currently via three crossovers on Ulster Road. A one-way traffic flow is enforced through the main car park. No changes to the existing access arrangement are proposed.
- The minimum required sight distance is achieved in both directions at both exit crossovers.
- The vehicles approaching the site are expected to travel at low speeds due to the reduced speed conditions during school peak periods, with the speed limit reduced to 40 km/h. Furthermore, the fencing surrounding the school site is visually permeable. It is also noted that there is no recorded crash history associated with the existing school access arrangement over the years of school operation, indicating that the existing sight distance has operated satisfactorily.
- A vertical crest is located along the north-eastern extent of Ulster Road, however; it is located approximately 55 m beyond the site access. The location of the crest does not impact the available sight distance for vehicles exiting the site.
- The proposed development requires 20 car parking bays and 2 dedicated minibus bays on site. The development proposes 22 car parking bays and 2 minibus parking bays, exceeding the minimum car parking requirement. A significant proportion of students are picked up and dropped off by the school bus service and there is also ample open space adjacent to the car park for overflow parking when required.
- The proposed parking layout complies with the minimum AS2890.1 requirements, except for an existing 90-degree parking bays, which is approximately 200mm short than the minimum required length. This minor shortfall is considered acceptable given the provision of an 8.0 m wide parking aisle, which provides additional manoeuvring space and improves vehicle accessibility.
- The proposed minibus parking bays, measuring 7.0 m × 3.0 m, are considered sufficient to accommodate the 5.915m long minibus, with adequate space for parking and manoeuvring.
- Waste is currently collected by City's waste collection service via kerbside collection and so waste vehicles do not need to enter the site. No changes to waste collection are proposed or required.
- The proposed increase in school capacity is expected to generate approximately 94 vehicle trips during the AM peak hour and 94 vehicle trips during the PM peak hour. The development traffic will have a moderate impact and can be accommodated within the existing capacity of the road network.
- It is anticipated that actual student attendance during the relevant peak periods will be approximately 50% of the total enrolment. On this basis, the realistic peak hour traffic generation would be significantly lower, at approximately 47 vehicles per hour. The assessment has, however, been based on the ultimate capacity of 100 students, including existing enrolments, and therefore provides a conservative assessment of potential traffic generation. As the assessment considers the total capacity, the net

increase in traffic associated with the proposed expansion will be lower than the overall traffic generation calculated above.

- Pedestrian path is provided along at least one side of the frontage road, with limited footpath provision in the surrounding area. Based on the land use and location, the demand for walking and cycling is expected to be minimal and the provision of additional paths is not warranted.
- Given the significant proportion of students expected to utilise the school's dedicated transport services, reliance on existing public transport services is expected to be low, therefore the existing public transport network is considered adequate to support the proposed development.
- If there is demonstrated increase in demand, the school and the City should liaise with the Public Transport Authority (PTA) with regards to increasing public transport services.
- The crash history does not indicate any major safety issues and there is no indication that the development itself will increase the risk of crashes unacceptably.



Appendix A – Vehicle Swept Path Analysis

