



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 20 May 2026; 9:30am
Meeting Number: MODAP/142
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/142 - 20 May 2026 - City of Swan](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Lot 1 (No.10) Asturian Drive, Henley Brook - Proposed Educational Establishment - Amendment to Condition No.4 – DAP/21/02047
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



DAP Members
Eugene Koltasz (Presiding Member)
Karen Hyde (Deputy Presiding Member)
Agata Cabanek
Cr Rod Henderson (Part B – City of Swan)

DAP Secretariat
Tenielle Brownfield
Kristen Gray



PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
- 3. Noting of Minutes**



PART B – CITY OF SWAN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

4.1 Lot 1 (No.10) Asturian Drive, Henley Brook - Proposed Educational Establishment - Amendment to Condition No.4 – DAP/21/02047

5. Section 31 SAT Reconsiderations

Nil

**Part B – Item 4.1 - LOT NO.1 (NO.10) ASTURIAN DRIVE,
HENLEY BROOK – AMENDMENT TO CONDITION NO.4 OF
DAP/21/02047**

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Swan
Proposed Amendments:	Modification to Condition No.4 of Approval DAP/21/02047 - to increase student and staff numbers
Applicant:	Urbanista Town Planning
Owner:	Australian Islamic College (Perth) Inc.
Value of Amendment:	N/A
Responsible Authority:	City Of Swan
Authorising Officer:	Philip Russell
LG Reference:	DA-604/2021/H
DAP File No:	DAP/21/02047
Date of Original DAP decision:	1 December 2021
Application Received Date:	13 October 2025
Application Statutory Process Timeframe:	90 Days (adjusted with stop the clock)
Attachment(s):	1. Location Plan 2. Original DAP Approval – DA-604/2021 3. Applicant's Application - DA-604/2021/H

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/21/024047 as detailed on the DAP Form 2 dated 13/10/25 is appropriate for consideration in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Defer** DAP Application reference DAP/21/024047 for a further period of 90 days for the following reasons;
 - a. The Australian Islamic College is to prepare an Access and Operational Management Plan that demonstrates the capacity to accommodate within the school site the additional students, all traffic and operational aspects associated with the drop-off and pick-up of school students.
 - b. The City of Swan to assess the Access and Operational Management Plan and to provide this assessment to the DAP in an addendum to the RAR.
 - c. The Australian Islamic College to update the approved Bushfire Emergency Evacuation Plan.
 - d. The City of Swan to assess the updated Emergency Evacuation Management Plan on advice from the Department of Fire and Emergency Services and to provide this assessment to the DAP in an addendum to the RAR.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Swan Local Planning Scheme No.17
Local Planning Scheme Zone/Reserve	Residential Development Local Reserve – Public Purpose
Structure Plan/Precinct Plan	Henley Brook Local Structure Plan
Structure Plan/Precinct Plan Land Use Designation	Residential
Use Class (proposed) and permissibility:	Educational Establishment – “D”
Lot Size:	6.787 ha combined
Existing Land Use:	School
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The Australian Islamic College wish to increase the total number of students and consequently staff to be accommodated at their existing school in Henley Brook from 1,000 students to 1,510 students and from 80 staff to 105 staff.

Background:

The Australian Islamic College Perth (Inc) obtained approval from the Metro Outer JDAP for an Educational Establishment on the subject site on 1 December 2021. That approval was subsequently subject to variation through review by the State Administrative Tribunal (conditions) and aspects of that approval have been further modified on a number of occasions to date.

The original planning application sought for capacity for a maximum of 1,000 students and 80 staff. Condition No.4 of that approval capped occupancy to those numbers.

The school is in operation.

This application was presented to the Metro-outer Development Assessment Panel at its meeting of 19 February 2026 where the application was deferred by the Panel for the following reasons:

- a. The Australian Islamic College is to prepare an Access and Operational Management Plan that demonstrates the capacity to accommodate within the

school site the additional students, all traffic and operational aspects associated with the drop-off and pick-up of school students.

- b. The City of Swan to assess the Access and Operational Management Plan and to provide this assessment to the DAP in an addendum to the RAR.
- c. The Australian Islamic College to update the approved Bushfire Emergency Evacuation Plan.
- d. The City of Swan to assess the updated Emergency Evacuation Management Plan on advice from the Department of Fire and Emergency Services and to provide this assessment to the DAP in an addendum to the RAR.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Planning and Development (Development Assessment Panels) Regulations 2015

State Government Policies

State Planning Policy 3.7 – Planning in Bushfire Prone Areas

Structure Plans/Activity Centre Plans

Henley Brook Local Structure Plan

Local Planning Policies

POL-TP-129 Vehicle Parking Standards

Consultation:

Public Consultation

The proposed modification to the approved application was advertised for public comment from 2 December to 17 December 2025. A total of 1,041 public submissions were received of which 961 submissions were of non-objection. Eighty submissions objected to the proposed increase of student and staff numbers on the basis that existing school drop-off and pick-up traffic congests the local road network, particularly along Asturian Drive, causing inconvenience and posing a safety risk.

This will be discussed further in the report.

Referrals/consultation with Government/Service Agencies

- Department of Fire and Emergency Services (DFES)

The application was referred to the Department of Fire and Emergency Services on the basis that the school site is within a bushfire prone area and the proposed increase in staff and student numbers is an intensification of the use.

DFES advised that consideration should be given to the need to update any existing Bushfire Emergency Evacuation Management Plan to reflect any increase in the school population.

- Department of Planning , Lands and Heritage (DPLH)

The application was referred to the Department of Planning, Lands and Heritage on the basis that the site abuts a designated Other Regional Road under the Metropolitan Region Scheme (Henley Brook Avenue). DPLH had no objection to the proposed increase in student numbers but offered some comment on the veracity of assumptions for trip generation and traffic count data.

- Department of Education

The application was referred to the Department of Education given that the school site is proximate to a designated future primary school on the western side of Asturian Drive. The Department has queried whether future traffic from the future primary school has been considered in conjunction with any increased traffic from the subject proposal to ensure that there is no adverse impact to both school operations.

Planning Assessment:

School traffic and queuing

The principal consideration with the proposed increase in student and staff numbers is not surprisingly the impact of traffic waiting to drop off and pick up school children in the morning and afternoon during the week.

Both the Traffic Impact Assessment that accompanied the original application and the most recently revised traffic impact assessment that utilised the updated (2025) traffic counts on the local road network contain assumptions on traffic generation.

The updated traffic counts from March 2025 indicated 1,970 vehicles per day along Asturian Drive and 2,180 vehicles per day along Henley Street. These are the only current access routes to the school until the Henely Brook Avenue extension provides access from the east.

The Applicant's revised Traffic Impact Assessment (TIA) has applied the estimated daily traffic volumes from an expanded school based on the following assumptions – approximately 58% of students (833 students) will get to and from school by parents, approximately 15% (227 students) will get to and from school by staff and approximately 26% will get to and from school by private school bus or public transport.

The TIA states that daily traffic generated by the school will be 1,666 vehicle trips with an am/pm peak of 833 trips. It is noted that this figure excludes vehicle trips by the 105 staff which would bring the volumes to 1,877 vehicle trips per day and 938

am/pm peak assuming for the peak figure that staff arrive and leave in the same period as students.

Both Asturian Drive and Henley Street can nominally accommodate 3,000 vehicles per day applying the Main Roads WA Functional Road Hierarchy and based on their road type designations under the Henley Brook Local Structure Plan. Based on a distribution of traffic volumes with 50% along Henley Street and 50% along Asturian Drive the projected volumes at 2030 are:

For Asturian Drive = 1,970 (current) plus 938 (school added) = 2,908vpd; and
For Henley Street = 2,180 (current) plus 938 (school added) = 3,118vpd.

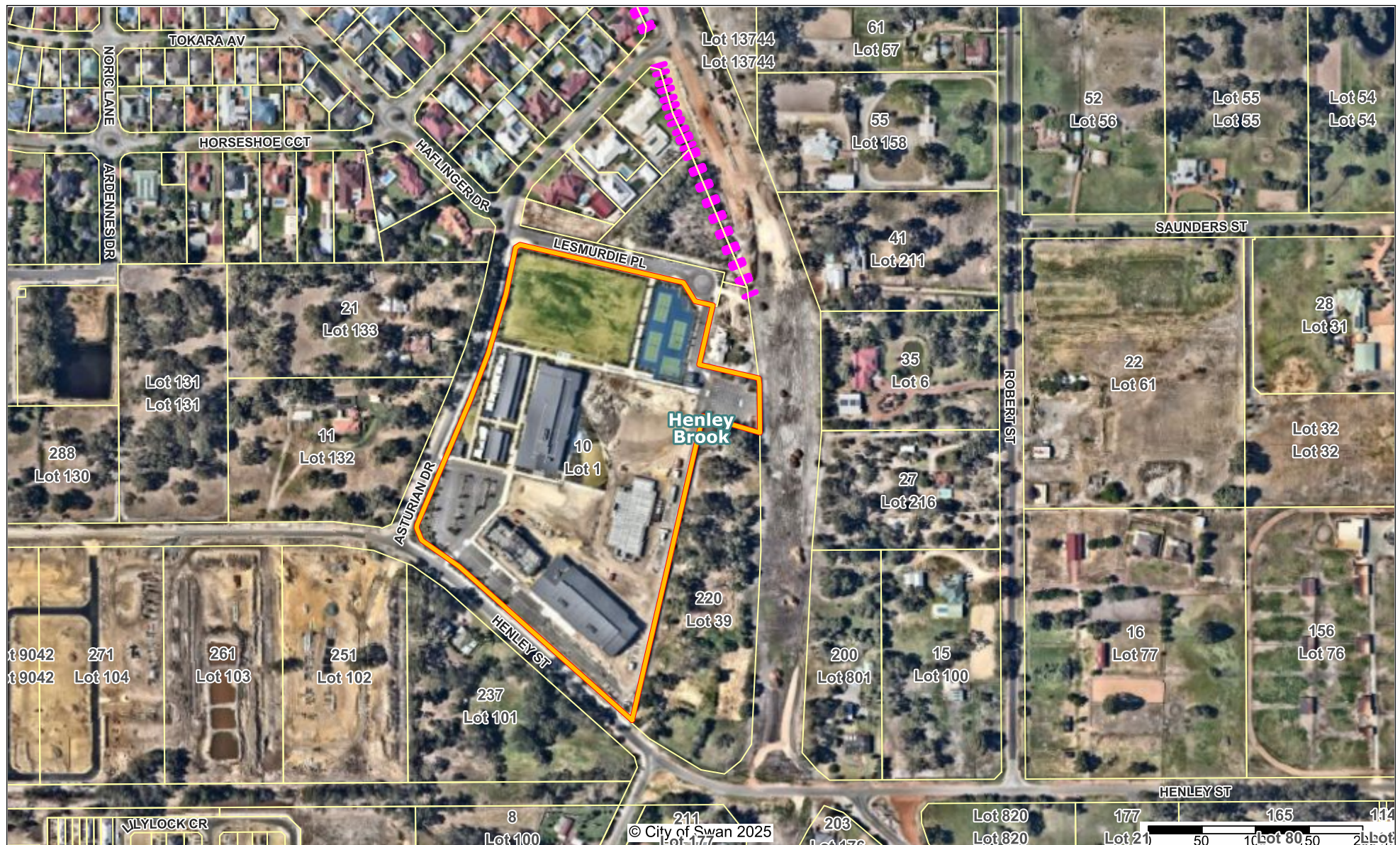
Once the Henley Brook Avenue extension opens up access to the school from the east the distribution of traffic from the school along the above roads is anticipated to reduce to 30% along Henley Street and 10% along Asturian Drive.

Whilst the local road network can accommodate such flows of traffic the problem which has arisen is where school drop-off and pick-up traffic queue to enter the school site. This, as noted in public submissions, has caused congestion particularly along Asturian Drive. In order to remedy this issue, the City has installed “No Standing” signs along this street to prevent the blockage of the road. It is understood a key contributing factor to such queuing was the school’s management of the gated access to the site which prevented early entry.

Subsequent to the deferral of this matter at the DAP meeting of 19 February 2026 the applicant submitted a further iteration of a Parking and Access Management Plan. The operation of the school has continued to create considerable adverse traffic problems along the local road network. City staff have again met with School representatives with suggestions for remedies focused on a re-arrangement of traffic access into and out of the school site and traffic circulation within. City staff suggested to the School some interim measures for traffic access and this is still pending with the School.

Conclusion:

This application requires a further deferral of 90 days to enable the School to revise and submit a satisfactory Access and Operational Management Plan to support the proposed increase in students and staff for the school.



DISCLAIMER: Information shown here on is a composite of information from various different data sources. Users are warned that the information is provided by the City of Swan in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification with the original source.

Location Plan - Lot 1
(No.10) Asturian Drive,
Henley Brook

6/02/2026

1:4514





LG Ref: DA-604/2021
DAP Ref: DAP/21/02047

Enquiries: (08) 6551 9919

Mr Mark Szabo
Burgess Design Group
PO Box 8779
Perth Business Centre WA 6849

Dear Mr Szabo

METRO OUTER JDAP - CITY OF SWAN - DAP APPLICATION - DA-604/2021 - DETERMINATION

Property Location:	Lots 137 & 138 (238 & 230) Henley Street and Lots 136 & 3235 (26 & 34) Asturian Drive, Henley Brook
Application Details:	Proposed Educational Establishment

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Swan on 2 August 2021 for the above-mentioned development.

This application was considered by the Metro Outer JDAP at its meeting held on 1 December 2021, where in accordance with the provisions of the City of Swan Local Planning Scheme No.17, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Chris Fudge on behalf of the City of Swan on 9267 9355.

Yours sincerely,

DAP Secretariat

10 December 2021

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Chris Fudge
City of Swan



Planning and Development Act 2005

City of Swan Local Planning Scheme No.17

Metro Outer Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: Lots 137 & 138 (238 & 230) Henley Street and Lots 136 & 3235 (26 & 34) Asturian Drive, Henley Brook

Application Details: Proposed Educational Establishment

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 1 December 2021, subject to the following:

Approve DAP Application reference DAP/21/02047 and Accompanying Plans (44) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 10.3 of the City of Swan Local Planning Scheme No.17. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under Clause 24 (1) of the Metropolitan Region Scheme.

Conditions

1. This approval is for an 'Educational Establishment' as defined in the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without the prior approval of the City.
2. The proposed Worship Building is to be used exclusively by the school's students, their friends, family members, and staff, and is not to be open to the general public.
3. The proposed Worship Building is not to employ an external call to prayer acoustic system.
4. A maximum of 1,000 students and 80 staff members shall be accommodated for at the final stage of the development, at any one time, to the satisfaction of the City.



5. Amended development plans are to be submitted to the satisfaction of the City of Swan addressing the following:
 - a) The proposed transformer compound is to be situated with a greater setback from Henley Street and provided with vegetative screening;
 - b) The proposed bin storage area is to be situated further away from the existing residence onsite;
 - c) The proposed bicycle store is to be situated in a location that receives greater passive surveillance from classroom buildings;
 - d) The proposed school signage pole intended to be located on Henley Street is to be re-located within the site boundary; and
 - e) The proposed south-western crossover to Henley Street to be relocated further from the proposed roundabout at the junction of Henley Street and Asturian Drive, or alternatively the proposed crossover is to be modified to restrict vehicle movement to left in/left out only.
 - f) The provision of a 10m x 10m lot truncation at the corner of Asturian Drive and Henley Street required for the purpose of the future roundabout.
6. At submission of a Building Permit application, the Applicant/owners are to submit to the satisfaction of the City of Swan elevations of all walkway sections and covered areas, and their connection points to buildings with details of the materials of their construction and roof pitch.
7. Lot 137 (No.238) Henley Street, Henley Brook, Lot 138 (No.230) Henley Street, Henley Brook and part Lot 136 (No.26) Asturian Drive, Henley Brook shall be amalgamated into a single lot on a Certificate of Title. Amalgamation must occur prior to practical completion of the development.
8. Prior to any occupation of the school, the applicant/owner is to:
 - (a) Construct half the width of Asturian Drive immediately adjoining the subject site to an urban Access Street C standard, drained and curbed, with the undergrounding of power, street lighting and footpaths included where applicable, or alternatively enter into a satisfactory arrangement with the City of Swan for this upgrade;
 - (b) Construct half the width of Henley Street immediately adjoining the subject site to an urban Neighbourhood Connector A standard, drained and curbed, with the undergrounding of power, street lighting and footpaths included where applicable, or alternatively enter into a satisfactory arrangement with the City of Swan for this upgrade;
 - (c) Upgrade Henley Street between the subject sites eastern-most frontage and West Swan Road by installation of 1.5m wide sealed shoulders to either side of the road; and
 - (d) Enter into satisfactory arrangements with the City of Swan for provision of 1.5m wide sealed shoulders to either side of the section of Henley Street between Asturian Drive and Starflower Road.



9. Detailed engineering drawings are to be submitted and approved by the City of Swan prior to the commencement of development demonstrating that the proposed 16m wide road reserve will not adversely impact the functionality of the drainage basin on Lot 3235 (No.34) Asturian Drive, Henley Brook and impact upon upstream drainage networks. All costs associated with the design and construction of the road and modifying the drainage basin, and relocating the existing drainage assets within the basin shall be borne by the Applicant.
10. Detailed engineering drawings and drainage calculations are to be submitted to, and approved by, the City of Swan prior to the commencement of development demonstrating that all stormwater runoff can be contained on site up to a 1% Annual Exceedance Probability event.
11. Detailed engineering drawings of the proposed 16m wide road reserve are to be submitted to and approved by the City of Swan prior to the commencement of works.
12. Prior to the submission of a Building Permit application, an amended Bushfire Management Plan shall be prepared for the approval of the City of Swan and the Department of Fire and Emergency Services. The amended Bushfire Management Plan shall address comments from the Department of Fire and Emergency Services dated 18 October 2021 in regards to the following:
 - a) Policy Measure 6.5a) Preparation of a BAL Contour Map; and
 - b) Policy Measure 6.5c) Compliance with the Bushfire Protection Criteria in relation to 'Location, Siting and Design'.
13. Prior to the submission of a Building Permit application, an amended Bushfire Emergency Evacuation Plan shall be prepared to the City of Swan satisfaction and thereafter implemented. The amended Bushfire Emergency Evacuation Plan shall address the following:
 - a) Department of Fire and Emergency Services's comments dated 18 October 2021 in regard to Policy Measure 6.6.1 Vulnerable Land Uses; and
 - b) The City's comments with regard to:
 - Demonstrating that the reliance on supplementary vehicle support to evacuate students and staff will perform efficiently and in a timely manner;
 - A review of the actions proposed for 'Very High' or 'Severe' Fire Danger Risk days;
 - The consideration of closure on higher risk Fire Danger Risk days; and
 - The reliance on advice from the Department of Fire and Emergency Services or an Incident Controller during an emergency.
14. Prior to the occupation of the Educational Establishment, the requirements of the approved Bushfire Management Plan must be implemented on the site and the land maintained to this standard in perpetuity, to the satisfaction of the City of Swan.



15. Prior to the occupation of the Educational Establishment the subject of this application, a Notification pursuant to section 70A of the *Transfer of Land Act 1893* must be placed on the certificate(s) of title of the lot advising current and future land owners that the property is located in a Bushfire Prone Area and that the property is subject to a site-specific Bushfire Management Plan.
16. Any external lighting shall comply with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.
17. A Construction Management Plan shall be submitted for approval to the City of Swan prior to commencement of works. The Construction Management Plan shall address, but not be limited to, dust, noise, waste management, storage of materials, traffic management and site safety/security. The Construction Management Plan is to be complied with for the duration of the construction of the development.
18. Prior to the occupation of the Educational Establishment, an amended Waste Management Plan shall be submitted to the City of Swan for review and approval. The amended Waste Management Plan shall address the following matters:
 - (a) Waste collection on site is to occur Monday to Friday between 7.00am - 7.00pm; and
 - (b) The Waste Management Plan is to reference the modified location of the bin storage area as required by Condition 5 above.
19. The recommendations and control measures identified in the Acoustic Report prepared by Hewshott Acoustics (dated 21 September 2021 Rev.C) shall be incorporated into the design, development and operation of the proposed development, to the satisfaction of the City of Swan. The Acoustic Report shall be complied with for the duration of the developments operation.
20. The Applicant is to submit information detailing the actual noise emissions from the relevant stages of the development once in operation. This information is to be provided to the City of Swan within a two (2) month period from the commencement of operation. Should noise emissions exceed assigned levels then further noise reduction measures are to be installed and implemented.



21. Prior to the submission of a Building Permit application, an amended Landscape Master Plan for the subject site shall be submitted to the City of Swan for review and approval. The amended Landscape Master Plan shall address the following matters:
 - a) The proposed Coral and Agonis trees are to be included with other suitable species such as Marri or Jarrah trees to promote foraging habitat for cockatoos, as identified in the Applicants Environmental Assessment and Management Plan;
 - b) Further detail on the proposed compacted aggregate within the verge area, including confirmation of whether it will be cement stabilised, how it will be graded and the intended use of the area;
 - c) Greater detail of the precise verge planting proposed adjacent the pedestrian and vehicular entry points to the site; and
 - d) The provision of a detailed landscaping focal point to the south of the 'Primary Outdoor Area' which aligns with the covered walkway central axis.
22. The approved Landscape Master Plan must be implemented prior to the occupation of each stage of the Education Establishment, and maintained thereafter, to the satisfaction of the City of Swan. Any species that fails to establish within the first two (2) growing seasons following implementation must be replaced in consultation with the City.
23. Prior to the occupation or use of the 'Educational Establishment' the development must be connected to the Water Corporation's sewer.
24. In reference to the retained Single House, the proposed development is not to be within 1.2m of any sewerage septic tank or 1.8m of any effluent leach drain without the City of Swan's approval.



25. Prior to a Building Permit application being issued, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either:
- a) payment to the City of a cash-in-lieu amount equal to the sum of the 1% contribution amount (\$467,462.50). This must be paid to the City prior to the date specified in an invoice issued by the City, or prior to the issuance of a building permit for the approved development, whichever occurs first; or
 - b) provision of Public Art on-site to a minimum value of the 1% contribution amount (\$467,462.50). The following is required for the provision of Public Art on-site:
 - i. the landowner or applicant on behalf of the landowner must seek approval from the City for a specific Public Art work including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP-1.10 and the *Developers' Handbook for Public Art* (as amended). The City may apply further conditions in regard to the proposed Public Art;
 - ii. no part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City; and
 - iii. the approved Public Art must be maintained in compliance with the approval granted by the City and any conditions thereof, to the satisfaction of the City.
26. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City of Swan. The plans approved as part of this application form part of the development approval issued.
27. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lots.
28. The design of vehicle parking and access must comply with AS/NZ 2890.1 (as amended). Accessible parking bays must comply with AS/NZ 2890.6 (as amended). Prior to the occupation of Stage 1 of the development 115 parking bays must be provided on the lot and prior to stage 2 of the development a further 157 parking bays must be provided on the lot, bringing a total 272 parking bays.
29. The proposed 41 car parking bays located on Asturian Drive do not form part of the development approval.
30. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.



31. The design and construction of the bicycle bays shall be in accordance with AS/NZS 2890.3:2015 - Parking Facilities Part 3: Bicycle Parking.
32. No walls, letterboxes or fences above 0.75m in height to be constructed within 1.5m of where:
 - a) walls, letterboxes or fences adjoin vehicular access points to the site, or
 - b) a driveway meets a public street, or
 - c) two (2) streets intersect, or
 - d) a driveway meets a right of way, orunless further approval of Council is obtained.
33. All stormwater must be contained and disposed of on-site at all times, to the satisfaction of the City of Swan.
34. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets to the satisfaction of the City.
35. The proposed pedestrian and vehicular access gates shall open wholly within the subject lot.
36. The refuse bin area shall be in compliance with the City of Swan Health Local Law 2002 and shall be provided to the satisfaction of the City of Swan prior to the occupation of the development.
37. All crossovers must be built and maintained in accordance with the City of Swan's specifications.
38. Any fill brought onto the site must be clean sand.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.



DAP FORM 2

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005

Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 17 & 21

Part A - Landowner Details

Landowner Details • By completing this notice, consent is provided to submitting this application. • If there are more than two landowners, please provide all relevant information on a separate page. • Signatures must be provided by <u>all registered proprietors or by an authorised agent</u> as shown on the Certificate of Title. • Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided. • Companies, apart from sole directors, are required to provide signatories for <u>two directors, a director and the company seal or a director and a company secretary</u>. • Please note, any Certificate of Title provided MUST be within 6 month validity.		
Company (if applicable)	Australian Islamic College (Perth) Inc	
ACN/ABN (if applicable)	66 264 753 659	
Contact Details	Email addullah@aic.wa.edu.au	Phone 9362 2100
Address	Street Number/PO Box number, street name, suburb, state, postcode PO Box 252, Cloverdale WA 6985	
Name/s	Abdullah Khan	
Title/s	Landowner/Sole Director/Director (2 signatures required) Executive Principal / CEO	Additional Landowner/ Director/Secretary (if applicable)
Signature/s		
Date	13/10/2025	



Part B – Applicant Details

- By completing this notice, I declare that all the information provided in this application is true and correct. - I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.		
Name/Company	Urbanista Town Planning	
Contact Person	Andra Bodi	
Address	Street Number/PO Box number, street name, suburb, state, postcode 231 Bulwer Street, Perth, 6000	
Contact Details	Email admin@urbanistaplanning.com.au	Phone 08 6444 9171
Signature		Date 1/10/2025
Please note: unless otherwise requested, the DAP Secretariat will contact you via your nominated email address provided above.		

Part C - Application Details

DAP File No (DPLH Reference)	DA-604/2021	
Responsible Authority	Name of local government and Western Australian Planning Commission (if applicable) City of Swan	
Planning Scheme(s)	Name of planning scheme(s) that applies to the prescribed land City of Swan Town Planning Scheme No.17	
Land	Lot number, street number, street name, town/suburb No.10 Asturian Drive, Henley Brook	
Certificate of Title (provide copy)	Volume Number 4056	Folio 147
	Location Number 1	Plan / Diagram Number 423740
Details of development application made to responsible authority	Summary of Proposal Modified condition 4 of approval	
Development Use	Residential / Commercial / Industrial / Rural / Mixed Use / Community Housing/ Other Education Establishment	
Proposed Amendments	Amending condition 4 of approval	
Original DAP Determination Date	1/12/2021	



Part D: Amendment Requested

Please specify the amendments/modifications required to the original determination. [please tick one more of the following]:

- ☐ to amend the approval so as to extend the period within which any development approved must be substantially commenced;
- ☒ to amend or delete any condition to which the approval is subject;
- ☐ to amend an aspect of the development approved which, if amended, would not substantially change the development approved;
- ☐ to cancel the approval.

Part E – Election as DAP Application or Delegated Application

DAP Application	☒ I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel (<i>regulation 17</i>)
Delegated Application	☐ I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination (<i>regulation 21</i>)

Part F – Community Housing Provider

By completing this notice, I declare that the development is or includes community housing that is to be provided by a registered community housing provider as defined by Regulation 3.

Provider's Name	
Contact Details	
DAP Community Housing Provider Register Reference	

Part G – Acknowledgement by Local Government

Responsible Authority	☒ Local Government (LG) ☐ * Dual – Local Government and Western Australian Planning Commission	
* DUAL reporting details	If DUAL is selected, please provide details of relevant provision (or within covering letter)	
Fees for applications (DAP Regulations - Schedule 1)	\$ 566 Amount that has been paid by the applicant \$ 271 Amount to be paid by local government (<i>delegated applications only - regulation 22</i>)	
Statutory Timeframe (<i>regulation 12</i>)	☐ 60 days (advertising not required) ☒ 90 days (advertising required or other scheme provision)	
LG Reference Number	DA-604/2021/H	
Name of planning officer (<i>Report Writer</i>)	Bella Moreton	
Position/Title	Senior Planning Officer	
Contact Details	Email bella.moreton@swan.wa.gov.au	Phone (08) 9267 9249
Date application accepted as per Clause 63A of the deemed provisions	22/10/2025	
Planning Officer's Signature	 Bella Moreton	

City of Swan

Application for Development Approval

ECM DSI - 3570106
Version March 2025

Owner details				
Name/Company /Agency:	Australian Islamic College (Perth) Inc		Name/Company /Agency:	
Signature:			Signature:	
Name & Position:	Abdullah Khan, Executive Principal/CEO (if signing on behalf of a company or agency)		Name & Position:	(if signing on behalf of a company or agency)
Date:	13/10/2025		Date:	
ABN (if applicable):	66 264 753 659			
Address:	PO Box 252			
Suburb:	CLOVERDALE WA		Postcode:	6985
Phone:	Work:	9362 2100	Home:	
			Mobile:	
Email:	abdullah@aic.wa.edu.au			
Contact person for correspondence:				

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).

Signed only as acknowledgement that a development application is being made in respect of a proposal that includes Crown land, Crown reserves under management for the purpose, or a road and to permit this application to be assessed under the appropriate provision of the Planning and Development Act 2005 (including any planning scheme). The signature does not represent approval or consent for planning purposes. Further, in the event that development approval is granted for the proposal, the above signature should not be taken as an acknowledgement of or consent to the commencement or carrying out of the proposed development or to any modification of the tenure or reservation classification of the Crown land component.

Disclaimer: Development Applications relating to Unallocated Crown land, Unmanaged Reserves, land under management order to a local government where the development is not consistent with the reserve's purpose, or is used for commercial purposes, or land which is subject to a lease issued under the Land Administration Act 1997, will still need to be referred for the Department of Lands' consideration and signature.

Applicant details (if different from owner)			
Name:	Andra Biondi		
Address:	231 Bulwer Street, Perth	Postcode:	6000
Phone:	Work: 08 6444 9171	Home:	
		Mobile:	
Email:	Admin@urbanistaplanning.com.au		
Contact person for correspondence:	Andra Biondi		
The information and plans provided with this application may be made available by the local government for public viewing in connection with the application.		☐ Yes ☐ No	
Signature:		Date:	01/10/2025

Property details			
Lot No:	1	House/Street No:	10
Diagram or Plan No:	423740	Certificate of Title Vol. No:	4056
Title encumbrances (e.g. easements, restrictive covenants):		Notification contains factors affecting the within land	
Street name:	Asturian Drive	Suburb:	Henley Brook
Nearest street intersection:	Henley Brook Street		

Proposed development	
Nature of development:	☐ Works ☐ Use ☐ Works & use ☐ Extension of Time for *(insert duration): ☒ Amendment to (please insert approval reference number) DA-604/2021 <i>* Please note that an extension of time request for more than 2 years from the original approval date will need to be considered by Council and cannot be determined under delegated authority.</i>
Is an exemption from development claimed for part of the development?	☐ Yes ☒ No
If yes, is the exemption for:	☐ Works ☐ Use
Description of proposed works and/or land use:	Modified condition 4 of approval
Description of exemption claimed (if relevant):	
Nature of any existing buildings and/or land use:	Educational Establishment
Approximate cost of proposed development (excluding GST):	NA
Estimated time of completion:	NA

OFFICE USE ONLY	
Acceptance Officer's initials:	Date received:
Local government reference No:	

Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details must be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent. **Alternatively**, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name			
Company/agency (if applicable)	Australian Islamic College (Perth) Inc		
ACN/ABN (if applicable)	66 264 753 659		
Postal address	PO Box 252		
Town/suburb	Cloverdale, WA	Postcode	6985
Signature		Date	13/10/2025
Print name and position	Abdullah Khan, Executive Principal/CEO		
(if signing on behalf of a company or agency)			

Applicant details

Name/company	Urbanista Town Planning		
Contact person	Andra Bodi		
Postal address	231 Bulwer Street		
Town/suburb	Perth	Postcode	6000
Phone	08 6444 9171	Email	Admin@urbanistaplanning.com.au
Signature		Date	1/10/2025
Print name and position	ANDRA BODI PRINCIPAL PLANNING OFFICER		
(if signing on behalf of a company or agency)			

eLodgement

Our preferred method of lodgement is online at
[Planning Online \(https://planningonline.dplh.wa.gov.au\)](https://planningonline.dplh.wa.gov.au)

Online applications can be paid by credit card, debit card or cheque.

Only complete this form if you cannot lodge your application online

Property details

Certificate of title description of land:	Lot no.	1	Location no.		
Plan or Diagram	423740	Vol.	4056	Folio	147
Certificate of title description of land:	Lot no.		Location no.		
Plan or Diagram		Vol.		Folio	
Local Government	City of Swan				
Title encumbrances (e.g. easements, restrictive covenants)	NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND.				
Locality of development (house no., street name, suburb, etc)	10 Asturian Drive, Henley Brook 6055				
Nearest street intersection	Henley Street				
Existing building/land use	Educational Establishment				
Description of proposed development and/or use	Modified condition 4 of approval				
Nature of any existing buildings and/or use	Educational Establishment				
Approximate cost of proposed development (excl. gst) \$	NA				
Estimated time of completion	NA				

Is the development within a designated bushfire prone area? Yes ☒ No ☐

If yes, please identify and address the bushfire risk (by including a BAL assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application). Alternatively, include a justification why SPP 3.7 does not apply with the application.

Is the development within the Bush Forever policy area? Yes ☐ No ☒

Is the development within the Swan and
Canning Rivers Development Control area? Yes ☐ No ☒

Office use only

Acceptance officer's initials		Date received	
Local Government reference No.		Commission reference No.	

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

4056

147

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 1 ON DEPOSITED PLAN 423740

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

AUSTRALIAN ISLAMIC COLLEGE (PERTH) INC. OF 139 PRESIDENT STREET KEWDALE WA 6105
(AF P993806) REGISTERED 21/8/2024

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. Q113723 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 26/8/2024.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP423740
PREVIOUS TITLE: 1776-410, 1776-411, 4016-828
PROPERTY STREET ADDRESS: 10 ASTURIAN DR, HENLEY BROOK.
LOCAL GOVERNMENT AUTHORITY: CITY OF SWAN



AUSTRALIAN ISLAMIC COLLEGE (PERTH) INC

31 October 2025

To whom it may concern
at City of Swan

**Authority to Sign on Behalf of Australian Islamic College (Perth) Inc.,
Trading as Australian Islamic College Henley Brook**

As per the College's Delegation of Authority Policy, the Executive Principal / CEO, Mr Abdullah Khan, is an authorised signatory for capital works which have been prior approved by the Board.

I can confirm that the Board has approved the capital works budget that relates to the application currently before the City of Swan.

Yours sincerely

Dr Hamza Amira
Board Chair



AUSTRALIAN
ISLAMIC COLLEGE

Minutes for Annual General Meeting Australian Islamic College (Perth) Inc

Australian Islamic College

Held at Head Office, 139 President Street, Kewdale, WA 6105

10/05/2023 @ 17:30 PM – 18:30 PM AWST

No. Minutes

1. Attendance

Dr Hamza Amira, Chair

Mrs Mona Amira, Vice-Chair

Mr Ibrahim Roberts, Treasurer

Mr Zakaria Patel, Secretary

Mr Nabeel Ashraf, Member

Dr Hamza Nabeel, Member

Mrs Amina Hansia, Member

Mr Abdullah Khan, Executive Principal / CEO (Ex Officio)

Mrs Rashida Hafeez, Business Manager

Mr Muhammad Glen Duncan, Senior Accountant

Mrs Fiona Ali, Executive Secretary (minute taker)

Mr Lucio Di Giallonardo, Partner, Corporate & Audit Services, Mann Judd Advisory & Accounting

2. Opening duaah', Apologies, Proxies and Quorum

Absent:

Dr Abdullah Mah, Member

Proxies:

No proxies were received.

With a quorum being present, the Board Chair declared the meeting open at 6.37pm with duaah'.

3. Declarations of Conflicts of Interest

No conflicts of interest were declared.

4. Previous Minutes AGM held 18 May 2022

IT WAS RESOLVED that the minutes of the Annual General meeting held 18 May 2022 be accepted as a true and correct record.



AUSTRALIAN ISLAMIC COLLEGE

5. Audited Financial Statements and Closing Report

[5.A AIC COMBINED FS 2002.pdf](#)

[5.B AIC KEWDALE FS 2022.pdf](#)

[5.C AIC ADELAIDE FS 2022.pdf](#)

[5.D AIC THORNLIE FS 2022.pdf](#)

[5.E AIC DIANELLA FS 2022.pdf](#)

[5.F The Australian Islamic College 31 Dec 2022 HLB Closing Report.pdf](#)

The Audited Financial Statements for the year ended 31 December 2022 and Audit Closing Report were tabled.

IT WAS RESOLVED that the Audited Financial Statements of the Australian Islamic College (Perth) Inc. for the year 1 January 2022 to 31 December 2022 be received and adopted.

Mr Lucio Di Giallonardo left the meeting at 7.09pm

6. Appointment of Auditor

Board discussed appointment of auditor for 2023.

IT WAS RESOLVED that Mann Judd be appointed as auditor for the year 2023.

7. Annual Reports 2022

[7.A Annual Report 2022 - AIC Adelaide.pdf](#)

[7.B Annual Report 2022 - AIC Dianella.pdf](#)

[7.C Annual Report 2022 - AIC Thornlie.pdf](#)

[7.D Annual Report 2022 - AIC Kewdale.pdf](#)

The 2022 Annual Reports for AIC Kewdale, AIC Thornlie, AIC Dianella and AIC Adelaide were tabled.

IT WAS RESOLVED that the 2022 Annual Reports for AIC Kewdale, AIC Thornlie, AIC Dianella and AIC Adelaide be accepted.

8. Renomination of Board Members

8.1 Mr Ashraf Nabeel - 2023 to 2026



AUSTRALIAN ISLAMIC COLLEGE

IT WAS RESOLVED that Mr Ashraf Nabeel be appointed as a Board member for a three year term from 2023 to 2026.

8.2 Dr Hamza Nabeel - 2023 to 2026

IT WAS RESOLVED that Dr Hamza Nabeel be appointed as a Board member for a three year term from 2023 to 2026.

9. Meeting Closed

The Board Chair declared that all business of the Annual General meeting had been concluded and closed the meeting at 7.16pm with dua'a'.

H. Anwar
8 May 2024

13 October 2025

City of Swan

2 Midland Square
MIDLAND WA 6056

Attention: Jonathan Lendich

Dear Sir / Madam,

NO. 10 (LOT 1) ASTURIAN DRIVE, HENLEY BROOK
AMENDMENT TO DEVELOPMENT APPROVAL DAP/21/02047

Urbanista Town Planning have been engaged by the property owners of the subject site to prepare and submit an application for an amendment to Development Approval DAP/21/024047 for an approved Educational Establishment for a primary and high school site at No. 10 Asturian Drive, Henley Brook. Specifically, this application seeks to modify one of the existing conditions of the development approval, which is discussed in further detail below.

In support of this development application package are the following documents:

- DAP Form 2
- MRS Form 1
- City of Swan Development Application Form
- A copy of the Certificate of Title
- A Traffic Impact Assessment report

We look forward to working with the City of Swan to achieve development approval.

BACKGROUND

There are several historical approvals that have been granted for the subject site. These are:

- **Original approval** granted on 21 December 2021 – Educational Establishment
- **Amendment 1** approval granted 30 January 2025 for Minor Amendments to Administration, High School Rooms, Specialty Rooms & Canteen
- **Amendment 2** approval granted on 7 July 2025 for Reorientation & Redesign of Place of Worship

SITE AND CONTEXT

The subject site is located within the development locality of Henley Brook which is located approximately 20 kilometres north-west of the Perth CBD. The site itself is bound by Asturian Drive to the west, Henley Street to the south and Asturian Drive to the west. Vacant land is located adjacent to the eastern edge of the property, with the reservation for the future Henley Brook Avenue extension located approximately 50-100 metres east of the subject site. The below aerial image depicts the current layout of the subject site and the immediately surrounding area.



Figure 1: Subject Site (shaded blue)

THE PROPOSAL

This application specifically seeks to modify **Condition 4** of the Development Approval which states the following:

4. A maximum of 1,000 students and 80 staff members shall be accommodated for at the final stage of the development, at any one time, to the satisfaction of the City.

It is proposed to increase staff and student capacity in the following manner:

- Increase the number of students from 1,000 to 1,510 (an increase of 510 students), consisting of:
 - Kindergarten to Year 6: 80 students
 - High school: 660
- Increase the number of staff from 80 to 105 (an increase of 25 staff)

Based on the above, this application seeks to modify Condition 4 to the following:

4. A maximum of 1,510 students and 105 staff members shall be accommodated for at the final stage of the development, at any one time, to the satisfaction of the City.

As the school is still being constructed, it is proposed that the condition be worded in the same manner to cater for the development's staging.

PLANNING FRAMEWORK & ASSESSMENT

As discussed above, this development application seeks to amend Condition 4 of the existing development approval, which currently limits the number of staff and students permitted to operate from the school. The proposal does not involve any changes to the approved built form, site layout, or physical infrastructure of the development. As such, the scope of this application is confined to the consideration of operational aspects only, specifically in relation to traffic generation, access arrangements, and car parking provision. The proposal has therefore been assessed against the relevant planning framework as it pertains to these matters. Additionally, a Traffic Impact Assessment (TIA) has been prepared in support of the proposed staff and student number increases. The finding of the TIA is provided below.

Traffic and Access

Changes to the Surrounding Road Network

The planned road hierarchy surrounding the school was set out in the Transport Impact Assessment report for the Structure Plan. Based on the endorsed road hierarchy systems:

- Henley Street, which is now connected all the way through the east-west connection that was previously unconstructed, is planned as a Neighbourhood Connector A with an indicated 24.4m wide reservation, but is currently constructed with a 22m wide reservation at the front of the subject site.
- Asturian Drive is endorsed as an Access Street D with a typical road reservation of 14.2 (current with a reservation of 20m). The existing Henley Street reservation could be widened to accommodate the planned road profile/cross-section as a potential Neighbourhood Connector A.
- It is however likely that the expansion of AIC, Asturian Drive may need to be re-classified to a Neighbourhood Connector B type road. This type of road features a 19.4m road reservation which fits within the existing 20m reservation and would therefore require no widening and/or land resumption.
- The AIC site plan allows for the anticipated widening of the Henley Street reservation by approximately 2.5m along the road frontage, including the allowance for the future roundabout intersection of Henley Street and Asturian Drive. According to the Structure Plan, the existing priority-controlled T-intersection of Henley Street and Asturian Drive is planned to be upgraded to a 4-way single-lane roundabout intersection with a new leg constructed at the southern side of the intersection.
- The adopted SP also provides for the future Henley Brooke Avenue southbound extension, and its interface with the future SP road network system. Once fully constructed, Henley Brook Avenue will form a 4-way intersection with Henley Street, a short distance to the east of the subject site.

Trip Generation and Existing Network Capacity

The below table depicts a breakdown of the expected number of students for each transport option available for students. This includes the AIC school bus, the number of students expected to use the available Transperth network, and students being dropped-off and picked-up by staff and parents.

Student transport options	Number of students
Students commuting by AIC buses	250
Students commuting by Transperth train/bus service	150
Students dropped-off/picked-up by staff	227
Students dropped-off/picked-up by parents	883
Total student population	1,510

Given the above, at full capacity, the school is estimated to generate approximately 1,666 daily vehicle trips in a school day, and approximately 833 vehicle trips during each weekday morning and afternoon peak period. It should also be noted that the modelling does not include vehicle trip dispensation resulting from a portion of the student population walking or riding bicycles to and from school. This means the modelling is a more conservative scenario, adding strength and robustness to the modelling estimates.

SIDRA Analysis

The SIDRA analysis for the Year 2030 and Year 2031 scenarios confirms that all of the assessed driveway crossovers, including the future Asturian Drive/Access Road and (current and future) intersection of Asturian Drive/Henley Street will operate satisfactorily at a good Level of Service A, for all movements and with minimal traffic queues and delays. There is also sufficient capacity within the network to accommodate future traffic growth, which is expected within the locality as the neighbourhood expands.

Impact on Surrounding Roads

The below table depict the projected daily traffic volumes on adjacent roads, including the anticipated school-related traffic for the project 2030 and 2031 scenarios.

	Year 2021	Year 2030	Year 2031
Asturian Drive (N)	1,450vpd	2,450vpd	1,490vpd
Henley Street (E)	1,450vpd	2,420vpd	1,880vpd
Henley Street West (W)	N/A	N/A	1,930vpd

With the proposed expansion of the school to 1,500 students, the forecast traffic volumes on adjacent roads at the 2030 and 2031 scenarios are well within the desirable daily traffic threshold of 3,000 vehicles per day for Access Streets, which is the current classification for both Asturian Drive and Henley Street.

Similarly, the revised road classification of Henley Street and Henley Street west to a Neighbourhood Connector A, and potentially a Neighbourhood Connector A for Asturian Drive, as presented in the Structure Plan's Transport Impact Assessment report, the project daily traffic volumes on surrounding roads will again be within the desirable daily traffic volume thresholds for the network.

Car Parking

The parking assessment for the original application (Form 1) compared to what is proposed by this development application is as follows:

FORM 1 (ORIGINAL APPROVAL)	FORM 2
69 classrooms – 69 bays required 400 students – 16 bays required Total car parking required: 85 bays required	69 classrooms – 69 bays required 660 students – 26.4 bays required Total required car parking required: 95.4 bays required (96 bays)

The City's original Responsible Authority Report stated the following with respect to car parking:

"...Based on the ultimate development of the school, the above standards (meaning the car parking standards) would require provision of 85 car parking bays onsite. A total of 272 bays is proposed to be provided onsite with, in addition, 41 bays proposed on-street within Asturian Drive.

Noting the proposed provision of onsite bays exceeds the City's parking standards City staff are comfortable that the proposed school should not generate parking problems within the area..."

Given the substantial oversupply of parking relative to the City's requirements, the existing on-site and adjacent on-street parking provisions remain more than adequate to accommodate the modest increase in students. The following points further support this conclusion:

- The proposed increase in student numbers does not result in any additional staff or classrooms, meaning the overall staff parking demand remains unchanged.
- The existing parking areas were originally designed to accommodate the school's ultimate development, ensuring sufficient capacity for future growth.
- Peak parking demand typically occurs during drop-off and pick-up periods, which are managed effectively through existing on-site circulation areas and designated parent parking bays.
- No modifications are proposed to access, egress, or internal circulation arrangements, ensuring continued safe and efficient traffic movement.

It should be noted that the parking standards provided in Local Planning Policy POL-TP-129 Vehicle Parking Standards have not changed since the 2021 approval for the Educational Establishment. Additionally, this application does not propose to increase or modify the number of existing bays provided in the original 2021 approval, meaning the proposed student increase can be supported.

In addition to the above, Transcore's TIA provides the following justification:

- It is anticipated that the increased demand for transportation for staff and students will be managed through new direct Transperth bus services and expansion of the AIC bus transport capacity (if required).
- The student walk and ride component has not been included in this assessment; however, it is anticipated that this will play a crucial role in limiting the demand for vehicular on-site parking.
- Additionally, the increase in parking demand for school staff will be addressed through ride-share and better parking management of existing parking allocation.

Bushfire

The eastern portion of the subject site is bushfire prone. Given this, the provisions of State Planning Policy 3.7 – Bushfire and the associated Guidelines must be considered. On this basis and in accordance with *Clause 1.2.1 Exemptions* of the Guidelines, it is considered that this application is exempt from requiring any further bushfire investigation for the following reasons:

- A Bushfire Emergency Evacuation Plan (BEEP) was previously prepared and approved as part of the original development application. The BEEP identifies the measures for emergency evacuation in the event of a bushfire for staff and students. The BEEP however does not specify the number of staff and student limitations within the procedures. Given this, it is expected that the procedures for evacuation remain valid and there is no additional bushfire risk/threat to the increase in student numbers as proposed in this application.
- No physical works or increased bushfire exposure resulting from this proposal is expected.
- As is legally required, the School remains committed to ensuring continued compliance with existing asset protection measures as per the original Bushfire Management Plan.

On the basis of the above, it is considered that the proposal can be supported.

CONCLUSION

This application seeks approval for a minor amendment to Condition 4 of Development Approval DAP/21/024047 for the Australian Islamic College at No. 10 Asturian Drive, Henley Brook. The amendment proposes an increase in the number of students and staff permitted on site to accommodate ongoing growth in enrolments and ensure the long-term viability of the school, without any changes to the approved built form, site layout, or infrastructure.

A comprehensive technical assessment has been undertaken to support this proposal, including a Traffic Impact Assessment. The findings confirm that the existing road network, access arrangements, and on-site parking provisions are more than adequate to accommodate the proposed increase in student and staff numbers. Specifically, while the City's car parking standards would require a total of 96 bays based on the revised enrolment, the school currently provides 272 on-site bays and an additional 41 on-street bays, substantially exceeding the City's requirements and ensuring continued compliance.

Further, traffic modelling demonstrates that the surrounding road network will continue to operate at a satisfactory Level of Service (A) during both current and future conditions, with sufficient capacity to accommodate the anticipated increase in vehicle movements associated with the school. The proposal will not result in any adverse traffic or parking impacts on the locality.

The bushfire planning framework has also been addressed, with the proposal exempt from additional bushfire investigation under Clause 1.2.1 of the *Guidelines for Planning in Bushfire Prone Areas*, as no physical works or increased bushfire exposure are proposed. The approved Bushfire Emergency Evacuation Plan remains valid and appropriate for the school's operational context.

In summary, the proposed amendment represents a minor adjustment to an existing approval, aligning with the intent of the original development and the broader planning framework. The proposal is consistent with orderly

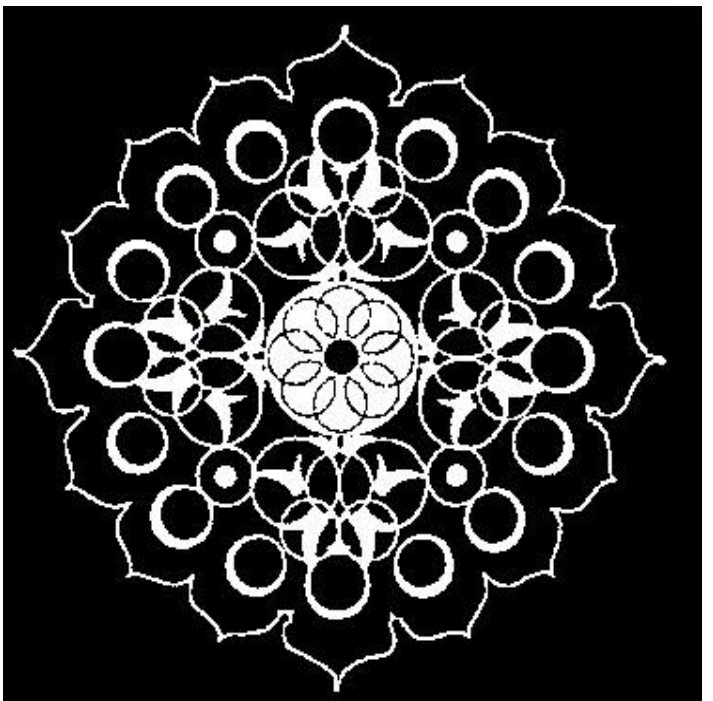
and proper planning, does not give rise to any adverse amenity, traffic, or environmental impacts, and can therefore be supported by the City of Swan and the Development Assessment Panel.

Should you have any queries in relation to the above information, please contact the undersigned on 08 6444 9171 or andra@urbanistaplanning.com.au.

Yours Sincerely

ANDRA BIONDI

Principal Planning Officer | [Urbanista Town Planning](#)



architecture - interiors - feng shui
| studio |

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Phone : 0812361911
Gsm : 0812361911
Email : info@archetypestudio.com.au
lyn@archetypestudio.com.au

Member Level 1

2018

Member Level 1

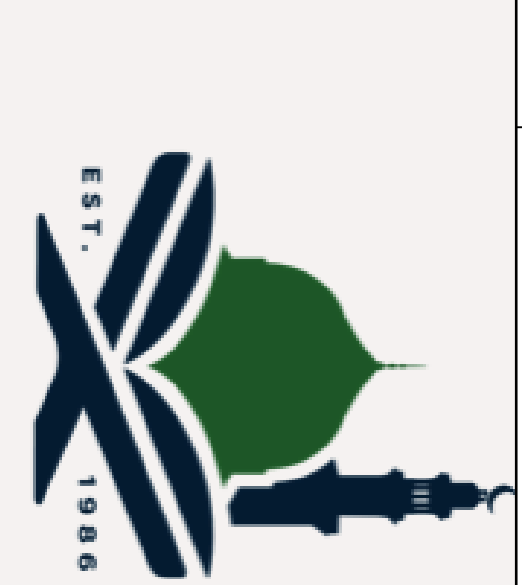
2018

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Revision	Description	Date
0	CONCEPT DESIGN	15/03/25

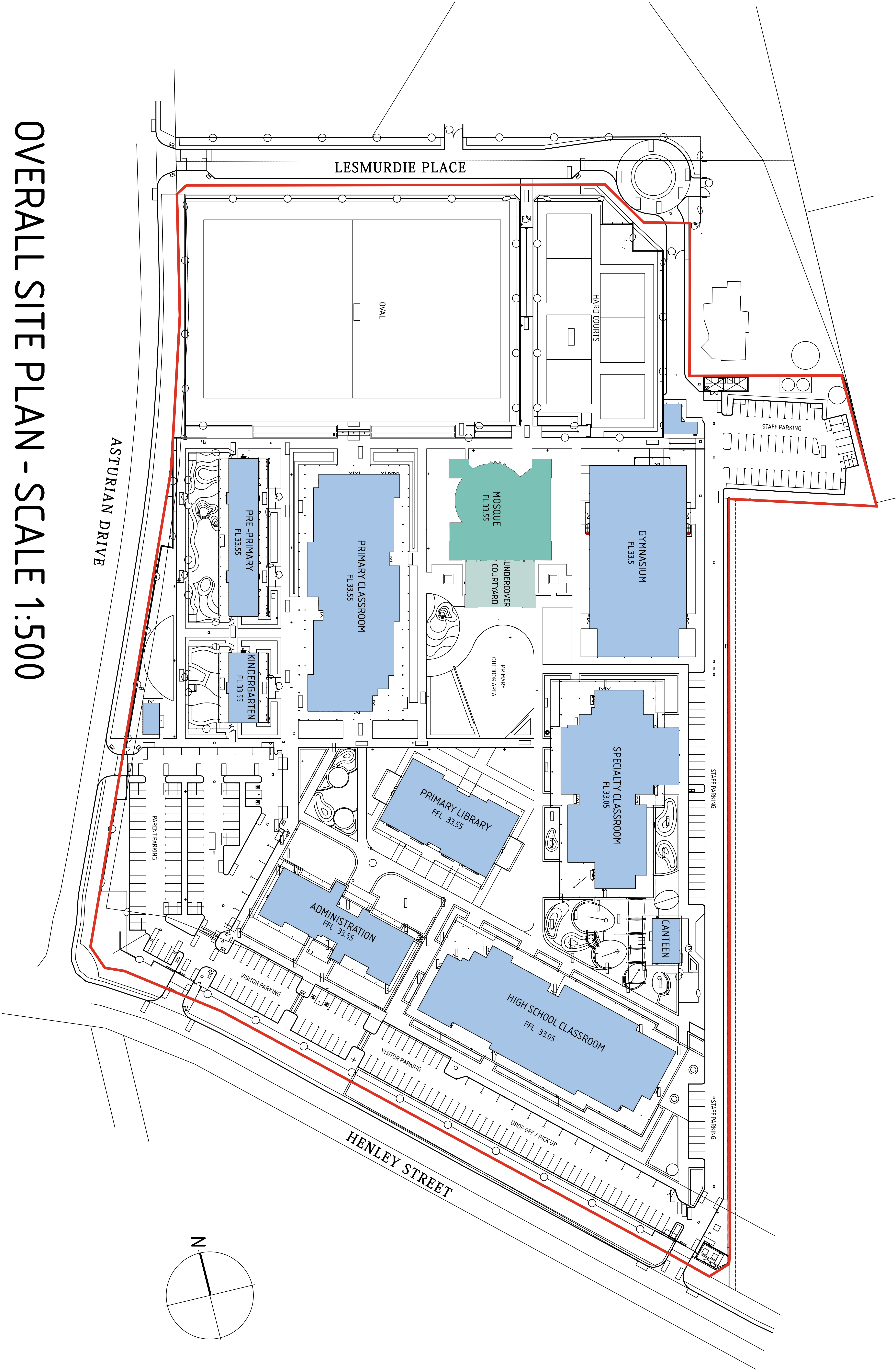


Project : AIC Mosque Henley Brook
Site Address : 230 HENLEY STREET
HENLEY BROOK WA 6155
Client : Australian Islamic College

Drawing Title :
Concept Design

Scale : AS SHOWN
Status : REVIEW
Drawing No :

A01



OVERALL SITE PLAN - SCALE 1:500



Engineering a better future for over 20 years!

Australian Islamic College Expansion, Henley Brook

Transport Impact Assessment

PREPARED FOR:
Australian Islamic College (Perth)
WA

September 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	6/05/2021	Draft
Vladimir Baltic	r01a	B Bordbar	3/07/2021	Final
Vladimir Baltic	r02	B Bordbar	23/09/2024	Revised

File name: t21.034.vb.r02.docx

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: Australian Islamic College (Perth) WA

Project: Australian Islamic College Expansion

Document revision: r02

Project number: t21.034

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1 Summary

This Transport Impact Assessment has been prepared on behalf of Australian Islamic College (WA) Perth with respect to the proposed expansion of the existing AIC Henley Brook campus located at 10 Asturian Drive in Henley Brook, City of Swan.

Transcore previously prepared a Transport Impact Assessment (TIA) in 2021 for the then proposed K-Year 12 school for the subject site. The development proposal for a maximum school capacity of 1,000-student was approved by the JDAP in December 2021. The construction of the campus has progressed since and approximately 400 students (PP-Yr8) are presently attending the school.

The Australian Islamic College management contemplates increase in Henley Brook campus capacity from the approved 1,000 enrolment limit to a new enrolment limit of 1,510 students to address the demand for school placements.

Accordingly, a new Transport Impact Assessment (TIA) is now necessitated with respect to the proposed school expansion, to assess the traffic impact of the proposal on the surrounding road network and investigate the on-site parking demand for the expanded school.

Hence, the aim of this TIA is to estimate the traffic which will be generated by the proposed school expansion and to establish the resultant traffic pattern on the surrounding road network. This assessment will include the capacity analysis of the site's access points on Asturian Drive and Henley Street as well as the adjacent intersection of Asturian Drive/Henley Street. Key issues that will also be addressed in this report include parking demand of the expanded school, public transport opportunities and site access for pedestrians and cyclists.

2 Introduction

This Transport Impact Assessment (TIA) is prepared by Transcore on behalf of Australian Islamic College Perth (AIC) with respect to the proposed expansion of the existing Australian Islamic College Henley Brook in City of Swan.

The site is located within the developing suburb of Henley Brook. It is bounded by Asturian Drive to the west and Henley Street to the south. The location of the school site in the context of the West Swan locality is illustrated in **Figure 1**.



Figure 1: Location of the subject site

The site is located within a mixed residential and rural area which forms part of the *Brooklands Structure Plan* which is currently in development. Once fully developed, the subject locality will ultimately comprise approximately 3,500 new dwellings and two schools.

The AIC K-Year12 school is approved to accommodate 1,000 students and is currently being developed in stages. The proposal is to increase enrolments to 1,510 students.

Key issues that will be addressed in this report include traffic flows and impacts, parking demand, public transport availability and site accessibility to pedestrians and cyclists.

3 Development Proposal

The subject AIC Henley Brook school site is identified in the *Brooklands Structure Plan* as shown in **Figure 2**.

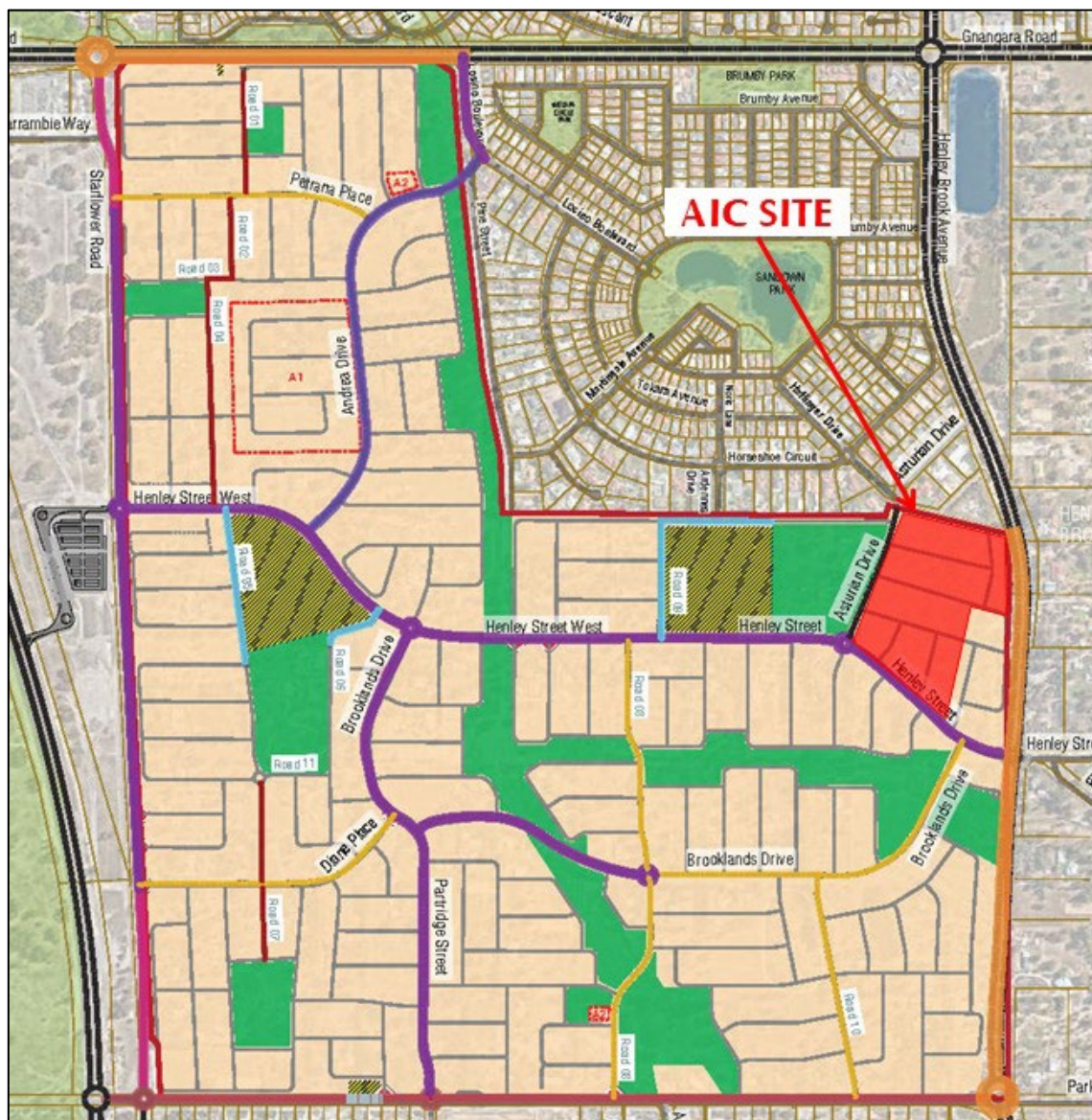


Figure 2. Location of AIC School site within Brooklands Structure Plan

The school was approved in 2021 to ultimately accommodate a maximum of 1,000 students comprising 75 Kindergarten children, 75 Pre-primary children, 450 Primary school students and 400 Secondary school students. A total of 80 staff is proposed to service the school once at full approved capacity.

However, the latest AIC student and parent survey analysis suggests that the demand for education at this facility will outstrip its originally approved capacity before it reaches its full capacity initially projected to occur by 2027.

Hence the school now contemplates increase of the initially approved school capacity to 1,510 students to account for the projected demand for the establishment. This new student population limit is expected to be reached by 2028. The new student population is expected to comprise 80 Kindergarten children, 110 Pre-primary children, 660 Primary school students and 660 Secondary school students. A total of 105 staff is expected to be employed at this stage.

The proposed school extension does not contemplate changes to the approved scheme with respect to facilities and amenities, which include the following key elements:

- Kindergarten building with an outdoor area;
- Pre-primary school building with an outdoor area;
- Primary school building;
- High school building;
- Library;
- Canteen;
- Special activity building;
- Worship/prayer building;
- Office building;
- Gym compound;
- Outdoor courts; and,
- Oval.

According to the approved site plan, the school car parking supply comprises 263 car and eight bus bays (three large and five small bus bays). The car parking accommodates staff, visitor, parent, administration/management and drop-off/pick-up bays. No change to the on-site parking supply is proposed.

The approved and constructed school access system, proposed to remain in its current format comprises the following elements:

- Full-movement crossover on Henley Street at the western end of the site (approximately 40m east of Henley Street/Asturian Drive intersection);
- Full-movement crossover on Henley Street at the eastern end of the site;
- Full-movement crossover on Asturian Drive at the southern end of the site; and,
- Access via proposed new Asturian Drive/Access Road intersection at the NW end of the site;

Bicycle racks for staff and students arriving to the site by bicycles are provided on-site via 30 racks (60 bicycle bays). No change is proposed to these facilities either.

An overall Master Plan detailing the proposed school site layout, internal path network, access system and the proposed car parking is attached in **Appendix A**.

4 Existing Situation

The subject site is located within an area that is currently undergoing rapid urbanisation as part of the *Brooklands Structure Plan*, as shown in [Figure 2](#).

4.1 Existing Road Network

Henley Brook Avenue is a recently upgraded dual-carriageway, four-lane road with a 6m wide landscaped median and a shared path along the western side. Henley Brook Avenue operates under the 60km/h speed limit regime and is classified as a *Distributor B* in the Main Roads WA functional road hierarchy.

Asturian Drive (southern extension of Henley Brook Avenue) is approximately 480m-long road terminating at the southern end at Henley Street. It is constructed as a single-carriageway two-lane road with a carriageway width reducing from 7.0m at its northern end to 6.2m at its southern end and in the vicinity of the subject site.

It is kerbed on both sides and entails a footpath along the western side with direct driveway accesses to residential properties at its northern end. As part of the AIC college road network upgrade, section of Asturian Drive fronting the subject site has been upgraded to include a 2.8m wide path along the school side but is still un-kerbed with no paths along the western side.

It operates under a default built-up area speed limit of 50km/h with a 40km/h school zone speed limit in the vicinity of the school (refer [Figure 3](#) for more details).

Asturian Drive is classified as an *Access Street* in the Main Roads WA functional road hierarchy.

Henley Street consists of two sections: western portion which connects to Starflower Road (former Lord Street) at the western end and eastern portion which connects to West Swan Road at its eastern end. The two parts of Henley Street are disconnected in the vicinity of the subject site and immediately west of Asturian Drive.

Henley Street is classified as an *Access Road* in the Main Roads WA functional road hierarchy.

Henley Street (Eastern section), section along the school site, has recently been upgraded to a 8.0m wide, kerbed, single-carriageway road with an on-road cycle lane and a 2.8m wide shared path along the school side but no pedestrian paths on southern side. It operates under a 70km/h speed limit regime east of the school site and a default built-up area speed limit of 50km/h with a 40km/h school zone speed limit in the vicinity of the school. Refer [Figure 4](#) for more details.

Henley Street West is classified as an *Access Road* in the Main Roads WA functional road hierarchy.

Asturian Drive and Henley Street form a priority-controlled T-intersection immediately adjacent to the subject site.



Figure 3: Southbound view along Asturian Drive in the vicinity of school site



Figure 4: Westbound view along Henley Street in the vicinity of school site

4.2 Existing Traffic Volume on Roads

Based on the traffic count survey undertaken by Transcore, Henley Brook Avenue (immediately north of Messara Avenue) carried approximately 2,690vpd on a regular weekday (March 2021). The recorded morning and afternoon peak hours were 8:00-9:00AM and 3:00-4:00PM, corresponding to typical school activity peak periods.

According to the traffic tube count survey undertaken by Transcore, Asturian Drive (immediately north of Henley Street) carried about 1,450vpd on a regular weekday (March 2021). The recorded morning and afternoon peaks were 8:00-9:00AM and 5:00-6:00PM.

According to the traffic tube count survey undertaken by Transcore, Henley Street (immediately east of Asturian Drive) carried approximately 1,450vpd on a regular weekday (March 2021). The recorded morning and afternoon peaks were 8:00-9:00AM and 5:00-6:00PM, corresponding to typical school activity peak periods.

Due to the growth in the area all the above traffic volumes are expected to have increased since 2021.

4.3 Public Transport Access

The subject site has recently become accessible by Transperth bus service through discussions with AIC management in anticipation of the emerging demand for future student commute. Accordingly, a recently introduced bus service No. 348 connects the subject school to Ellenbrook Station via The Promenade, Amethyst Parkway, Henley Brook Avenue and Asturian Drive. The map of existing public transport services available in the vicinity of the subject site is provided in **Figure 5**.

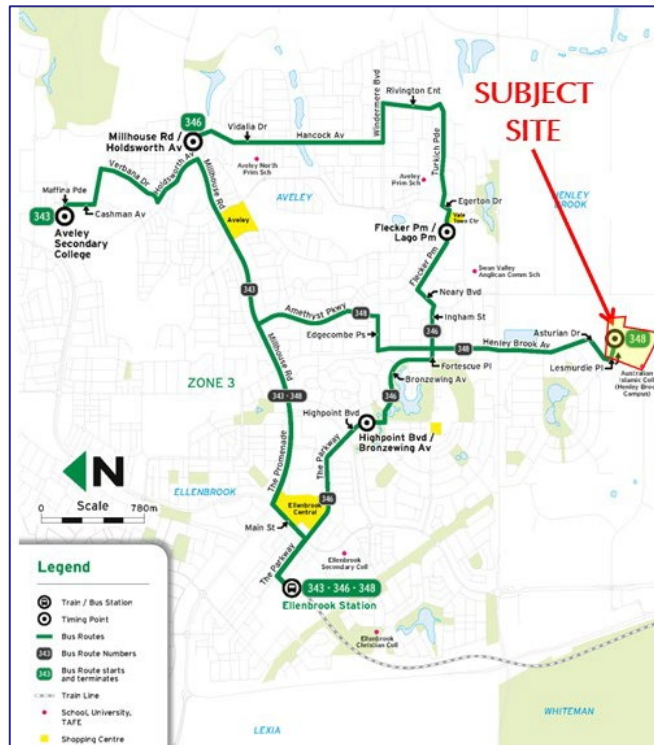


Figure 5. Bus services map (source: Transperth)

4.4 Pedestrian and Cyclist Facilities

Shared paths have recently been installed along the school frontages to Asturian Drive and Henley Street. This shared path is connected to the existing 1.5m wide footpath on the western side of Asturian Drive but the shared path on Henley Street is currently isolated from the existing path system in the locality.

Apart from the existing shared path along the western side of Henley Brook Avenue which connects to the subject site via a short footpath along Asturian Drive there are no other shared paths in this vicinity. However, Asturian Drive and Henley Street are classified as “good road riding environment” and as such can be used by cyclists. The Department of Transport’s *Perth Bike Map* series (see Figure 6) provides details of available pedestrian and cyclist connections to the site.

Once the *Brooklands Structure Plan* is fully developed the existing shared paths fronting the subject site will integrate with the balance of the structure plan path network to form an integrated system of paths.

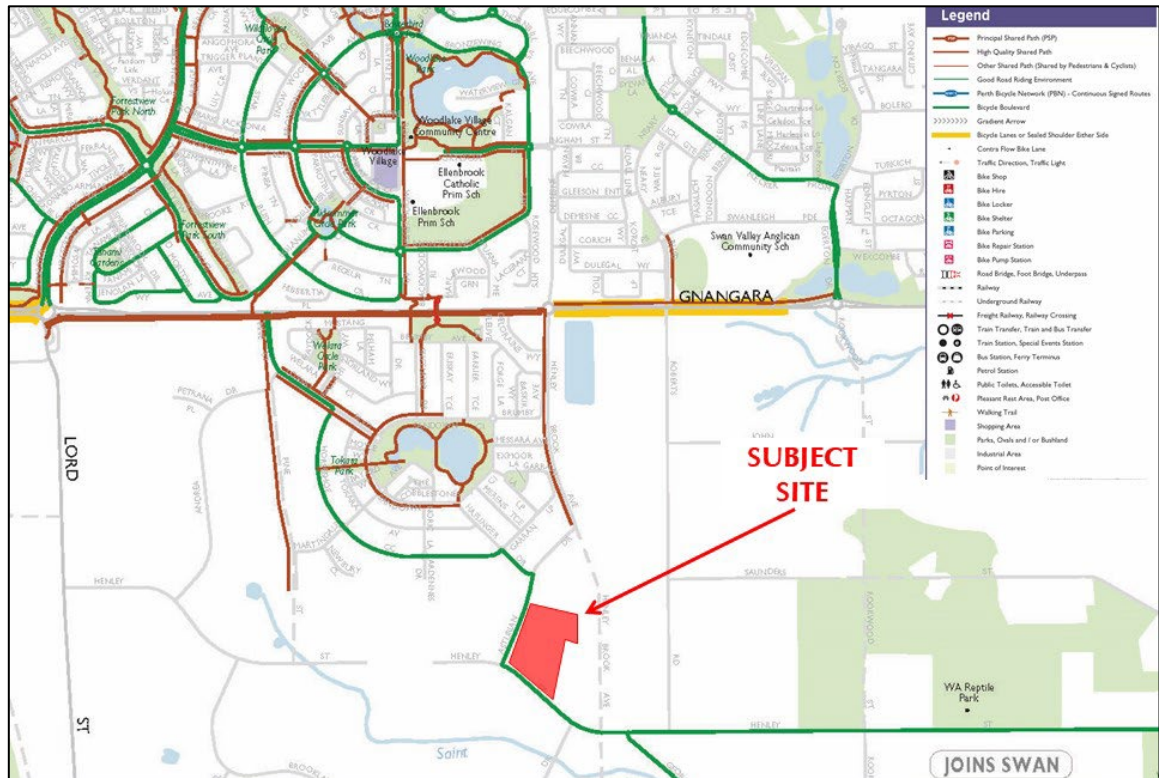


Figure 6: Perth Bike Map (source: Department of Transport)

4.5 Crash Data

Information available on the Main Roads WA website indicates that the intersection of Asturian Drive/Henley Street recorded no crashes during the five-year period ending in December 2024.

5 Changes to Surrounding Transport Networks

The subject site forms part of the *Brooklands Structure Plan* (hereafter referred to as BSP), situated between Gnangara Road, Sunflower Road, Park Street and the Henley Brook Avenue reservation. The BSP comprises approximately 3,500 dwellings, two small-scale commercial centres and two primary schools, as shown in [Appendix C](#).

The planned road hierarchy around the proposed school site was set out in the Transport Impact Assessment report for BSP. Based on the proposed road hierarchy system, Henley Street, now connected all the way through, is planned as a *Neighbourhood Connector A* with an indicative 24.4m reservation (currently 20.0m along most of the length but 22m front of site). Asturian Drive is planned as an Access Street D with a typical road reservation of 14.2m (currently 20.0m). The existing Henley Street reservation may need to be widened to accommodate the planned road profile/cross section as a Neighbourhood Connector A.

It is however likely that with the proposed AIC school Asturian Drive may need to be re-classified to a *Neighbourhood Connector B* type of road. This type of road features a 19.4m road reservation which fits within the existing 20m reservation and would therefore require no widening and/or land resumption.

The AIC school site plan allows for the anticipated widening of Henley Street reservation by (about) 2.5m along the road frontage including the allowance for the future roundabout intersection of Henley Street/Asturian Drive.

According to the BSP, the existing priority-controlled T-intersection of Henley Street/Asturian Drive will ultimately be upgraded to a 4-way single-lane roundabout intersection with a new leg constructed at the southern side of the intersection.

The BSP also provides for the future Henley Brook Avenue southbound extension and its interface with the future BSP road network system. Once fully constructed, Henley Brook Avenue will form a 4-way intersection with Henley Street a short distance to the east of the subject site.

6 Integration with Surrounding Area

The proposed school expansion will not alter the nature of the existing development which is fully in line with the planning strategies for the locality and the subject site.

The existing school will ultimately fully integrate with *Brooklands Structure Plan* pedestrian and cyclist path network and road system as it also capitalises on the recently introduced dedicated public transport service.

7 Traffic Assessment

7.1 Assessment Period

The analysis of the transport network in this report is focused around the typical school-related peak hour traffic flows which are experienced between 8:00-9:00 AM peak hour traffic flows and 3:00-4:00 PM.

Although according to the AIC management advice the full new school student population would be reached in 2028, for the purpose of this TIA, the assessment year that has been adopted for this analysis is year 2030 with school at full (new) capacity and (nominally) 2031 where the full capacity school coincides with the intermediate development scenario for BSP. It is assumed that at 2031 Henley Street will be connected to its western end and Henley Street/Asturian Drive intersection is upgraded to a four-way single-lane roundabout format.

7.2 Trip Generation and Distribution

The trip generation calculations are in line with the operational parameters assumed for the original Transport Impact Assessment prepared for the proposed school in July 2021. The trip generation calculations are undertaken for the two discrete scenarios which include:

- **Year 2030 scenario:** School at full (new) capacity with a total school population of 1,510 students in K-Yr12 streams and 105 staff and the existing road network still in place; and,
- **Year 2031 scenario:** School at full capacity with a total school population of 1,510 students in K-Yr12 streams and 105 staff and the road network fully developed in line with BSP road network planning.

Accordingly, the following trip generation assumptions have been adopted in this instance:

- The school bus fleet comprising five large buses and three mini buses is planned to serve the school at full capacity. Allowing for occupancy rate of about 85% it is conservatively assumed that about 32 children will on average be transported by a single bus;
- Based on surveys undertaken by the school administration at Kewdale campus about 10% of students regularly walk or use public transport to and from the school; hence, it is assumed that at full capacity about 150 students would commute by newly introduced Transperth bus service which connects the campus to Ellenbrook train station;
- In order to provide for a robust assessment no walk/bike ride dispensation is assumed in this case although it is very likely that a portion of student

population that would be living in this vicinity (full BSP build-up) would rely on this type of commute to/from the school;

- Based on the advice from AIC management, it is common practice that school staff also have children attending the school. It is assumed that this student cohort represents about 15% of total student population; and,
- Based on the advice from AIC management and further confirmed by actual drop-off/pick-up operation observations at Kewdale campus, it is estimated that due to higher-than-average car-pooling rates an average child/car ratio of 2.5 children/car occupancy is appropriate and assumed for the proposed school.

Accordingly, it is estimated that, at the full school capacity scenario, about 250 students would be bused to school by AIC buses, 150 students would use the Transperth bus service, with the balance being dropped-off/picked-up by private vehicles (parents and school staff parents). Based on the estimated family/student split, Kindy to Year 12 stream distribution, staff children, average bus and car occupancy rates provided by college administration, the following student transport mode matrix is derived (refer **Table 1**).

Table 1: Breakdown of student transportation modes

Student transport options	Number of students
Students commuting by AIC buses	250
Students commuting by Transperth train/bus service	150
Students dropped-off/picked-up by staff	227
Students dropped-off/picked-up by parents	883
Total student population	1,510

Accordingly, at full capacity the school is estimated to generate about 1,666 daily vehicle trips in the full school day, with approximately 833 trips during each weekday morning and afternoon peak.

It should be noted that the applied modelling does not include vehicle trips dispensation resulting from portion of student population walking or riding bikes to and from the school. This secures a robust modelling scenario.

7.3 Traffic Distribution

The trip distribution of the school-related traffic in this particular case will be road network dependent rather than catchment depended as a significant number of children will be transported or bused to school from a wider area. Based on the advice provided by AIC it is estimated that this school will cater for students residing in metropolitan region areas located “north of river”.

Accordingly, based on the location of the proposed school in current setting and its context within the future structure plan the assumed resultant traffic distribution on the approach roads is illustrated in **Table 2**.

Table 2: Directional school-related traffic distribution

Approach Road	Year 2030	Year 2031
Henley Street (east)	50%	30%
Henley Street (west)	0%	60%
Asturian Drive (north)	50%	10%
Total	100%	100%

7.4 Traffic Flows

The vehicle trips generated by the proposed expanded school in Year 2030 and Year 2031 were manually assigned to the surrounding existing and planned (future) road network based on the trip distribution discussed above.

The estimated weekday traffic flows associated with the future BSP structure plan area have been derived from the traffic model developed for this structure plan and presented in the KCTT Transport Impact Assessment report issued in 2020. It should be noted that Transport Impact Assessment identifies year 2031 timeframe as “intermediate scenario” which assumes approximately 40% of BSP development is constructed.

Refer **Figure 7** and **Figure 8** for estimated AM peak, PM peak and total daily school-generated traffic volumes for 2030 and 2031 scenarios, respectively.

The existing morning and afternoon peak hour volumes on Henley Street and Asturian Drive (in the immediate vicinity of the subject site) have been established using Transcore’s week-long traffic metro count survey which was undertaken in March 2021. The results of the survey illustrated in **Figure 9** form the basis for the road and intersection impact assessments.

For the purpose of modelling, the baseline 8:00-9:00AM and 3:00-4:00PM peak hour traffic flows on the surrounding road network in 2031 scenario (exclusive of the school traffic) has been derived from BSP daily traffic projections and established by applying residential trip hourly distribution factors based on *WAPC Transport Impact Assessment Guidelines* (25% inbound/75% outbound in the AM peak and 62.5% inbound/37.5% outbound in the PM peak). The peak hour traffic typically represents 10% of the total daily traffic flow. Allowance for the reduction in traffic, as a result of anticipated displacement of 130 residential lots by the proposed school, have also been factored in the calculations.



Figure 7: Estimated school AM peak/PM peak/Daily traffic flows (year 2030)



Figure 8: Estimated school AM peak/PM peak/Daily traffic flows (year 2031)



Figure 9: Results of AM peak/PM peak traffic flow surveys (March 2021)

No traffic projection for the future Asturian Drive traffic volumes in 2031 have been quoted in the BSP traffic report so for the purpose of this assessment a capacity level of 50% of desirable threshold for appropriate road class has been allowed for in the 2031 scenario calculations.

7.5 Analysis of Local Intersections & Crossovers

The existing school has three crossovers on Asturian Drive and Henley Street frontages leading directly to the on-site car park including a new Access Road off Asturian Drive providing access to the bus parking and secondary car park module, as shown on the Master Plan at [Appendix A](#).

The three crossovers and the Asturian Drive/Access Road intersection have therefore been assessed to confirm satisfactory operation under the modelled 2030 and 2031 scenarios during 8:00-9:00AM and 3:00-4:00PM peak school traffic period flows.

In addition, the key local intersection of Henley Street/Asturian Drive has also been analysed. It should be noted that the intersection of Henley Street/Asturian Drive is modelled in form of the existing priority-controlled T-intersection for 2030 scenario while a single-lane 4-way roundabout format was modelled for 2031 scenario, in line with the BSP road network planning.

The SIDRA NETWORK computer software package has been used for this capacity analysis. SIDRA NETWORK is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA NETWORK outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- **Level of Service** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue** is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA NETWORK analysis are summarised in [Appendix B](#) and discussed in the subsequent paragraphs.

In summary, the SIDRA analysis for Year 2030 and Year 2031 scenarios confirms that all of the assessed driveway crossovers, including the future Asturian Drive/Access Road and (current and future) intersection of Asturian Drive/Henley Street will all operate satisfactorily at good Level of Service A for all movements and with minimal traffic queues and delays.

Ample spare capacity remains available to accommodate further traffic growth.

7.6 Impact on Surrounding Roads

As reported in [Section 4.2](#) of this report, both Asturian Drive and Henley Street, in the immediate vicinity of the subject suite, were estimated to have carried approximately 1,450vpd on a regular weekday in 2021, prior to the school construction. This level of daily traffic activity is clearly increasing with the inclusion of the anticipated school-related traffic.

However, with the planned BSP area road network development and resultant modification of local traffic patterns the impact on roads adjacent to the school site will be different in the two assessed scenarios.

The projected year 2030 and 2031 scenario daily traffic volumes on adjacent roads which include the anticipated school-related traffic are illustrated in [Table 3](#).

Table 3: Projected daily traffic volumes on local roads

	Year 2021	Year 2030	Year 2031
Asturian Drive (N)	1,450vpd	2,450vpd	1,490vpd
Henley Street (E)	1,450vpd	2,420vpd	1,880vpd
Henley Street West (W)	N/A	N/A	1,930vpd

Accordingly, with the proposed school expansion to ~1,500 students, the forecast traffic volumes on adjacent roads at 2030 scenario would be well within the desirable daily traffic threshold of 3,000vpd for *Access Street*, which is the current classification for both Asturian Drive and Henley Street.

Similarly, with the revised road classification of Henley Street and Henley Street West to *Neighbourhood Connector A* and, potentially, *Neighbourhood Connector A* for Asturian Drive, as presented in the BSP Transport Impact Assessment report, the projected daily traffic volumes on surrounding roads will again be within the desirable daily traffic volume thresholds.

Therefore, it can be concluded that the proposed increase in AIC school student population to ~1,500 students will be consistent with the planned standard and desirable traffic volume thresholds of relevant roads.

7.7 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. As the school expansion proposal will not result in doubling of the daily traffic volume the increase in noise and vibration will not be perceptible.

The nature of the development means that under typical operation it will not generate significant traffic volumes at night, so night-time traffic noise and vibration are not an issue for this development either.

7.8 Road Safety

No safety-related issues have been identified for the proposal.

8 Parking Assessment

Although not fully developed, the existing school campus already features full car park build-out intended to serve the school at its maximum approved 1,000 student population capacity.

The total on-site parking provision constitutes 263 parking bays for cars (inclusive of four ACROD bays) and eight parking bays for buses (five large and three small bus bays). The parking provision also includes a total of 25 drop-off/pick-up bays split between three facilities.

No change to the existing car parking provision is contemplated as part of the proposed school enrolment expansion proposal. It is anticipated that the increased demand for transportation of additional student population will be managed through new direct Transperth bus service and expansion in AIC bus transport capacity if required. The student walk and ride to school component, not quantified in this assessment, will also play an important role in limiting the demand for vehicular on-site parking. In addition, the increase in parking demand for school staff will be addressed through ride-share and better parking management of existing parking allocation.

According to the advice provided to Transcore, the existing parking supply will address the practical needs of the new maximum school enrolment numbers.

9 Provision for Service Vehicles

No changes to the existing waste collection and service vehicles operation are proposed as part of the school expansion proposal. These operations will continue to be carried out in line with the original school proposal.

10 Public Transport Access

Details of the available public transport services in this locality are provided in [Section 4.3](#) of this report.

With the recently introduced direct Transperth bus service connecting the AIC campus with Ellenbrook train station students now have the convenient and fast service providing access to the greater Perth metropolitan train network.

11 Pedestrian and Cyclist Access

As noted in [Section 4.4](#), the pedestrian/cyclist path system around the subject site has recently been completed for the school opening. Although the external path connectivity is currently limited to Asturian Drive only (no paths along Henley Street at present) this situation is expected to remain so only in the short- to mid-term but is to be radically improved with the planned development and expansion of the BSP.

In accordance with the BSP planning for cycling road network a shared path is proposed to be constructed along the (connected) Henley Street providing direct access to the school site. It is anticipated that the future BSP will facilitate a comprehensive network of shared paths and footpaths in accordance with WAPC Liveable Neighbourhoods requirements.

The approved AIC school Master Plan at [Appendix A](#) shows a provision for 60 bicycles on the southwestern side of the school site. However, it would be appropriate to review this requirement at that time when actual bicycle parking demand at the school can be observed and reconsidered.

12 Conclusions

This Transport Impact Assessment has been prepared on behalf of Australian Islamic College (WA) Perth with respect to the proposed expansion of the existing AIC Henley Brook campus located at 10 Asturian Drive in Henley Brook, City of Swan.

The site is located within the developing suburb of Henley Brook. It is bounded by Asturian Drive to the west and Henley Street to the south.

The Australian Islamic College management contemplates increase in Henley Brook campus capacity from the approved 1,000 enrolment limit to a new enrolment limit of 1,510 students to address the demand for school placements. The proposed school extension does not contemplate changes to the approved scheme with respect to facilities and amenities as it is considered that these are sufficient to support the proposed increase in student population.

No changes to the existing parking and access system are proposed hence the school will continue to be served by the three crossovers on fronting roads including the newly constructed bus parking facility for AIC buses.

At proposed new maximum capacity, the school is estimated to generate about 1,666 daily vehicle trips on a school day, with approximately 833 trips during each weekday morning and afternoon peak.

The comprehensive traffic modelling and capacity assessment undertaken in this report confirms that the existing and planned future surrounding road network will have sufficient capacity to accommodate the estimated school-generated traffic.

Accordingly, traffic-related issues should not form an impediment for the approval of the proposed school expansion proposal.

Appendix A

APPROVED MASTER PLAN



Engineering a better future for over 20 years!

Appendix B

SIDRA RESULTS



Engineering a better future for **over 20 years!**

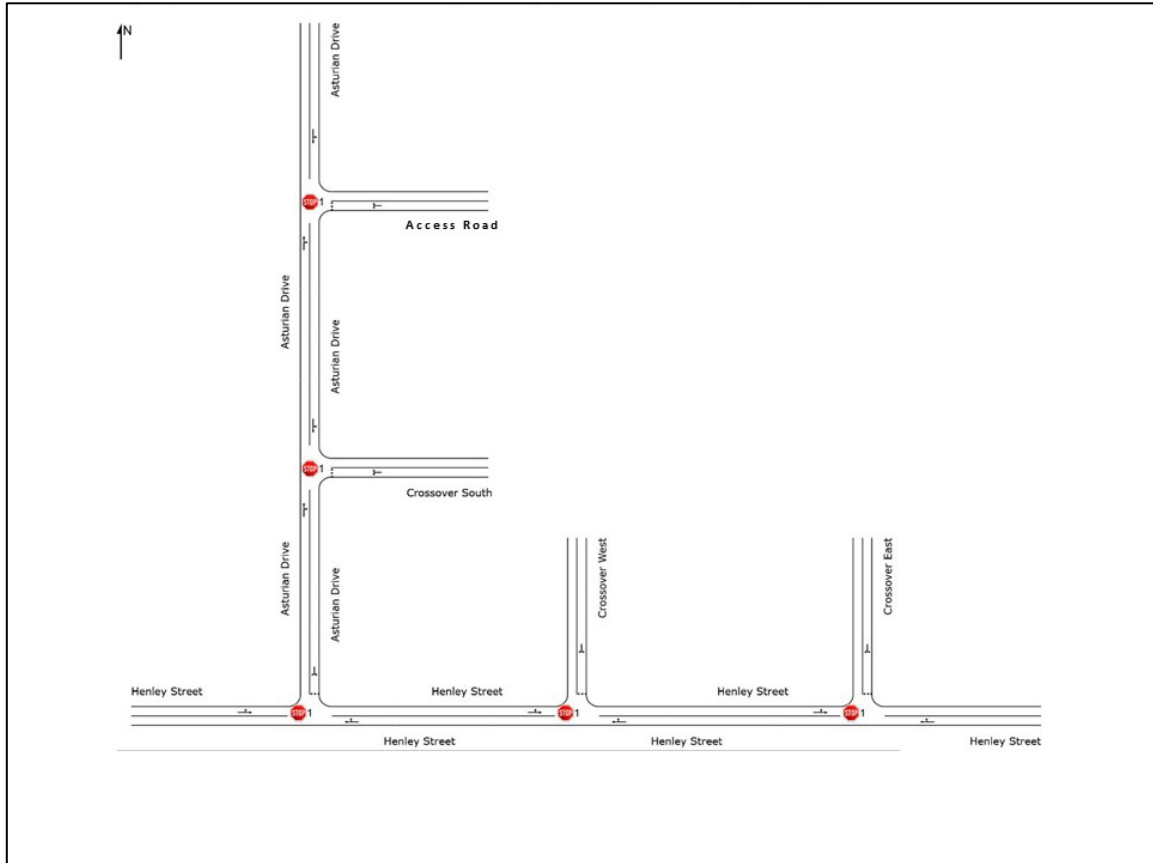


Figure 10. Modelled road network layout for Year 2030 Scenario

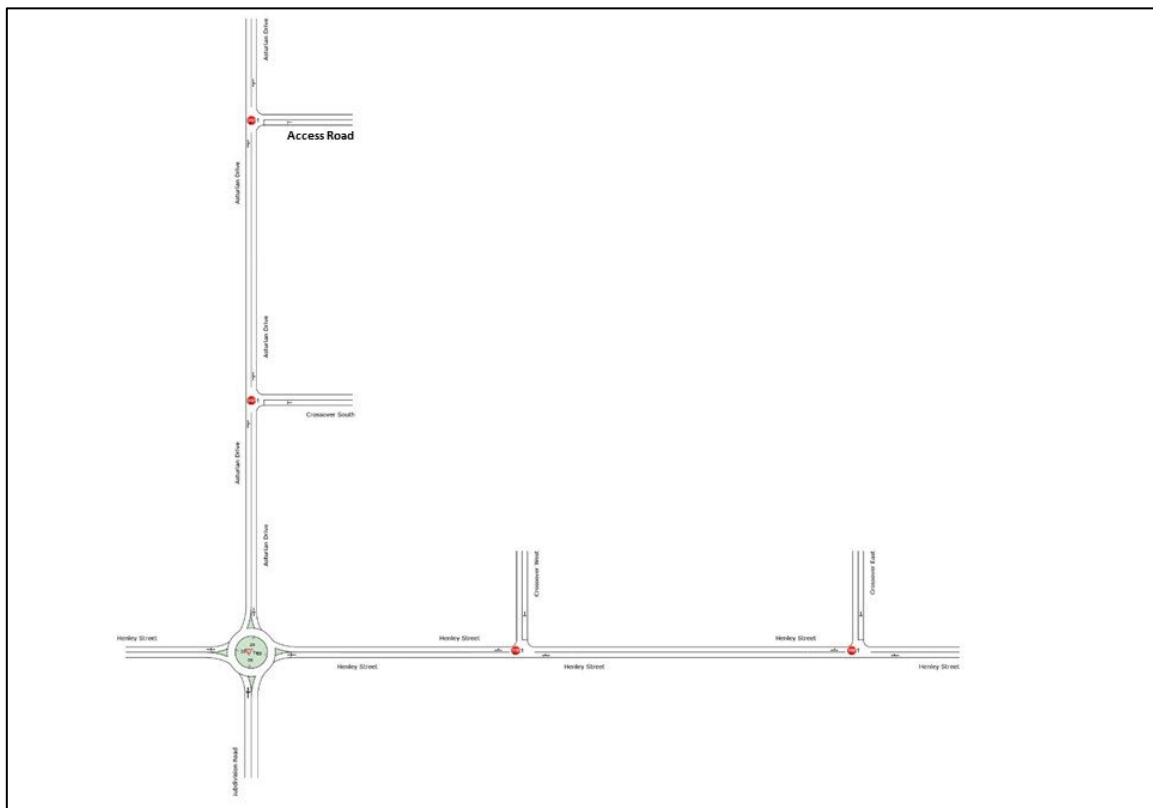


Figure 11. Modelled road network layout for Year 2031 Scenario

Table 4. SIDRA results for the Asturian Drive/Access Road intersection – weekday AM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]		Rate to Depart	km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Asturian Drive														
5	T1	All MCs	274	0.3	274	0.3	0.152	0.0	LOS A	0.0	0.3	0.02	0.01	39.9
6	R2	All MCs	4	0.0	4	0.0	0.152	4.2	LOS A	0.0	0.3	0.02	0.01	36.8
Approach			278	0.3	278	0.3	0.152	0.1	NA	0.0	0.3	0.02	0.01	39.9
East: Crossover North														
1	L2	All MCs	4	0.0	4	0.0	0.009	0.8	LOS A	0.0	0.2	0.40	0.29	14.3
2	R2	All MCs	4	0.0	4	0.0	0.009	3.2	LOS A	0.0	0.2	0.40	0.29	35.6
Approach			8	0.0	8	0.0	0.009	2.0	LOS A	0.0	0.2	0.40	0.29	33.1
North: Asturian Drive														
3	L2	All MCs	60	0.0	60	0.0	0.179	3.5	LOS A	0.0	0.0	0.00	0.09	29.5
4	T1	All MCs	267	0.3	267	0.3	0.179	0.1	LOS A	0.0	0.0	0.00	0.09	39.4
Approach			327	0.2	327	0.2	0.179	0.7	NA	0.0	0.0	0.00	0.09	37.1
All Vehicles			614	0.3	614	0.3	0.179	0.4	NA	0.0	0.3	0.01	0.06	38.5

Table 5. SIDRA results for the Asturian Drive/Access Road intersection – weekday PM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]		Rate to Depart	km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Asturian Drive														
5	T1	All MCs	268	0.3	268	0.3	0.149	0.0	LOS A	0.0	0.3	0.01	0.01	39.9
6	R2	All MCs	4	0.0	4	0.0	0.149	4.0	LOS A	0.0	0.3	0.01	0.01	36.8
Approach			273	0.3	273	0.3	0.149	0.1	NA	0.0	0.3	0.01	0.01	39.9
East: Crossover North														
1	L2	All MCs	4	0.0	4	0.0	0.083	0.9	LOS A	0.3	2.0	0.46	0.47	12.1
2	R2	All MCs	60	0.0	60	0.0	0.083	3.2	LOS A	0.3	2.0	0.46	0.47	35.0
Approach			64	0.0	64	0.0	0.083	3.0	LOS A	0.3	2.0	0.46	0.47	34.8
North: Asturian Drive														
3	L2	All MCs	4	0.0	4	0.0	0.143	3.5	LOS A	0.0	0.0	0.00	0.01	29.8
4	T1	All MCs	259	0.3	259	0.3	0.143	0.0	LOS A	0.0	0.0	0.00	0.01	39.9
Approach			263	0.3	263	0.3	0.143	0.1	NA	0.0	0.0	0.00	0.01	39.7
All Vehicles			600	0.3	600	0.3	0.149	0.4	NA	0.3	2.0	0.06	0.06	39.3

Table 6. SIDRA results for the Asturian Drive (South) crossover – weekday AM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.	Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Asturian Drive														
5	T1	All MCs	165	0.3	165	0.3	0.172	0.7	LOS A	0.7	5.8	0.31	0.35	29.4
6	R2	All MCs	113	0.0	113	0.0	0.172	4.6	LOS A	0.7	5.8	0.31	0.35	27.2
Approach			278	0.2	278	0.2	0.172	2.3	NA	0.7	5.8	0.31	0.35	28.4
East: Crossover South														
1	L2	All MCs	113	0.0	113	0.0	0.223	0.6	LOS A	0.9	6.7	0.39	0.30	14.4
2	R2	All MCs	113	0.0	113	0.0	0.223	3.3	LOS A	0.9	6.7	0.39	0.30	14.4
Approach			225	0.0	225	0.0	0.223	2.0	LOS A	0.9	6.7	0.39	0.30	14.4
North: Asturian Drive														
3	L2	All MCs	113	0.0	113	0.0	0.148	3.5	LOS A	0.0	0.0	0.00	0.19	27.0
4	T1	All MCs	159	0.3	159	0.3	0.148	0.0	LOS A	0.0	0.0	0.00	0.19	36.8
Approach			272	0.2	272	0.2	0.148	1.4	NA	0.0	0.0	0.00	0.19	31.8
All Vehicles			775	0.1	775	0.1	0.223	1.9	NA	0.9	6.7	0.22	0.28	28.1

Table 7. SIDRA results for the Asturian Drive (South) crossover – weekday PM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.	Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Asturian Drive														
5	T1	All MCs	160	0.3	160	0.3	0.169	0.7	LOS A	0.7	5.7	0.31	0.34	29.3
6	R2	All MCs	113	0.0	113	0.0	0.169	4.6	LOS A	0.7	5.7	0.31	0.34	27.2
Approach			273	0.2	273	0.2	0.169	2.3	NA	0.7	5.7	0.31	0.34	28.3
East: Crossover South														
1	L2	All MCs	113	0.0	113	0.0	0.220	0.6	LOS A	0.9	6.6	0.37	0.29	14.5
2	R2	All MCs	113	0.0	113	0.0	0.220	3.2	LOS A	0.9	6.6	0.37	0.29	14.5
Approach			225	0.0	225	0.0	0.220	1.9	LOS A	0.9	6.6	0.37	0.29	14.5
North: Asturian Drive														
3	L2	All MCs	113	0.0	113	0.0	0.144	3.5	LOS A	0.0	0.0	0.00	0.20	26.9
4	T1	All MCs	151	0.3	151	0.3	0.144	0.0	LOS A	0.0	0.0	0.00	0.20	36.7
Approach			263	0.2	263	0.2	0.144	1.5	NA	0.0	0.0	0.00	0.20	31.6
All Vehicles			761	0.1	761	0.1	0.220	1.9	NA	0.9	6.6	0.22	0.28	28.0

Table 8. SIDRA results for the Henley Street (West) crossover – weekday AM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Henley Street															
5	T1	All MCs	222	0.2	222	0.2	0.161	0.3	LOS A	0.4	3.3	0.18	0.20	0.18	36.5
6	R2	All MCs	56	0.0	56	0.0	0.161	4.6	LOS A	0.4	3.3	0.18	0.20	0.18	34.0
Approach			278	0.2	278	0.2	0.161	1.2	NA	0.4	3.3	0.18	0.20	0.18	35.9
North: Crossover West															
1	L2	All MCs	56	0.0	56	0.0	0.115	0.8	LOS A	0.4	3.1	0.39	0.33	0.39	14.4
2	R2	All MCs	56	0.0	56	0.0	0.115	3.2	LOS A	0.4	3.1	0.39	0.33	0.39	14.4
Approach			112	0.0	112	0.0	0.115	2.0	LOS A	0.4	3.1	0.39	0.33	0.39	14.4
West: Henley Street															
3	L2	All MCs	56	0.0	56	0.0	0.147	3.4	LOS A	0.0	0.0	0.00	0.10	0.00	12.5
4	T1	All MCs	216	0.2	216	0.2	0.147	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	35.4
Approach			272	0.2	272	0.2	0.147	0.7	NA	0.0	0.0	0.00	0.10	0.00	24.5
All Vehicles			661	0.1	661	0.1	0.161	1.1	NA	0.4	3.3	0.14	0.18	0.14	30.1

Table 9. SIDRA results for the Henley Street (West) crossover – weekday PM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Henley Street															
5	T1	All MCs	217	0.2	217	0.2	0.158	0.3	LOS A	0.4	3.3	0.18	0.20	0.18	36.4
6	R2	All MCs	56	0.0	56	0.0	0.158	4.6	LOS A	0.4	3.3	0.18	0.20	0.18	33.9
Approach			273	0.2	273	0.2	0.158	1.2	NA	0.4	3.3	0.18	0.20	0.18	35.9
North: Crossover West															
1	L2	All MCs	56	0.0	56	0.0	0.114	0.7	LOS A	0.4	3.1	0.39	0.32	0.39	14.5
2	R2	All MCs	56	0.0	56	0.0	0.114	3.1	LOS A	0.4	3.1	0.39	0.32	0.39	14.5
Approach			112	0.0	112	0.0	0.114	1.9	LOS A	0.4	3.1	0.39	0.32	0.39	14.5
West: Henley Street															
3	L2	All MCs	56	0.0	56	0.0	0.143	3.4	LOS A	0.0	0.0	0.00	0.10	0.00	12.5
4	T1	All MCs	207	0.2	207	0.2	0.143	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	35.3
Approach			263	0.2	263	0.2	0.143	0.7	NA	0.0	0.0	0.00	0.10	0.00	24.2
All Vehicles			647	0.1	647	0.1	0.158	1.1	NA	0.4	3.3	0.14	0.18	0.14	29.9

Table 10. SIDRA results for the Henley Street (East) crossover – weekday AM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number of Cycles	Average Speed
			[Total HV]		[Total HV]					[Veh.	Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Henley Street															
5	T1	All MCs	259	0.2	259	0.2	0.194	0.4	LOS A	0.6	4.4	0.20	0.22	0.20	38.7
6	R2	All MCs	74	0.0	74	0.0	0.194	4.6	LOS A	0.6	4.4	0.20	0.22	0.20	37.6
Approach			333	0.2	333	0.2	0.194	1.3	NA	0.6	4.4	0.20	0.22	0.20	38.5
North: Crossover East															
1	L2	All MCs	19	0.0	19	0.0	0.042	0.8	LOS A	0.1	1.1	0.41	0.33	0.41	35.7
2	R2	All MCs	19	0.0	19	0.0	0.042	3.5	LOS A	0.1	1.1	0.41	0.33	0.41	14.0
Approach			38	0.0	38	0.0	0.042	2.2	LOS A	0.1	1.1	0.41	0.33	0.41	33.1
West: Henley Street															
3	L2	All MCs	19	0.0	19	0.0	0.147	3.5	LOS A	0.0	0.0	0.00	0.03	0.00	10.2
4	T1	All MCs	253	0.2	253	0.2	0.147	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	39.8
Approach			272	0.2	272	0.2	0.147	0.3	NA	0.0	0.0	0.00	0.03	0.00	37.7
All Vehicles			642	0.2	642	0.2	0.194	0.9	NA	0.6	4.4	0.13	0.15	0.13	37.9

Table 11. SIDRA results for the Henley Street (East) crossover – weekday PM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Henley Street															
5	T1	All MCs	254	0.2	254	0.2	0.151	0.1	LOS A	0.2	1.2	0.06	0.07	0.06	39.6
6	R2	All MCs	19	0.0	19	0.0	0.151	4.5	LOS A	0.2	1.2	0.06	0.07	0.06	38.5
Approach			273	0.2	273	0.2	0.151	0.4	NA	0.2	1.2	0.06	0.07	0.06	39.5
North: Crossover East															
1	L2	All MCs	74	0.0	74	0.0	0.082	0.9	LOS A	0.3	2.3	0.36	0.25	0.36	36.0
2	R2	All MCs	19	0.0	19	0.0	0.082	3.1	LOS A	0.3	2.3	0.36	0.25	0.36	15.5
Approach			93	0.0	93	0.0	0.082	1.3	LOS A	0.3	2.3	0.36	0.25	0.36	35.3
West: Henley Street															
3	L2	All MCs	19	0.0	19	0.0	0.142	3.5	LOS A	0.0	0.0	0.00	0.03	0.00	10.2
4	T1	All MCs	244	0.2	244	0.2	0.142	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	39.8
Approach			263	0.2	263	0.2	0.142	0.3	NA	0.0	0.0	0.00	0.03	0.00	37.6
All Vehides			628	0.2	628	0.2	0.151	0.5	NA	0.3	2.3	0.08	0.08	0.08	38.1

Table 12. SIDRA results for the Asturian Drive/Henley Street intersection – weekday AM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Henley Street															
5	T1	All MCs	1	0.2	1	0.2	0.159	0.0	LOS A	0.8	6.4	0.02	0.48	0.02	34.7
6	R2	All MCs	278	0.2	278	0.2	0.159	3.5	LOS A	0.8	6.4	0.02	0.48	0.02	24.0
Approach			279	0.2	279	0.2	0.159	3.5	NA	0.8	6.4	0.02	0.48	0.02	24.2
North: Asturian Drive															
1	L2	All MCs	272	0.3	272	0.3	0.172	3.4	LOS A	0.8	6.2	0.01	0.45	0.01	27.6
2	R2	All MCs	1	0.3	1	0.3	0.172	3.8	LOS A	0.8	6.2	0.01	0.45	0.01	33.6
Approach			273	0.3	273	0.3	0.172	3.4	LOS A	0.8	6.2	0.01	0.45	0.01	27.7
West: Henley Street															
3	L2	All MCs	1	0.2	1	0.2	0.001	3.4	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
4	T1	All MCs	1	0.2	1	0.2	0.001	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
Approach			2	0.2	2	0.2	0.001	1.7	NA	0.0	0.0	0.00	0.23	0.00	36.7
All Vehides			554	0.2	554	0.2	0.172	3.5	NA	0.8	6.4	0.02	0.47	0.02	26.2

Table 13. SIDRA results for the Asturian Drive/Henley Street intersection – weekday PM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Henley Street															
5	T1	All MCs	1	0.2	1	0.2	0.156	0.0	LOS A	0.8	6.3	0.02	0.48	0.02	34.7
6	R2	All MCs	273	0.2	273	0.2	0.156	3.5	LOS A	0.8	6.3	0.02	0.48	0.02	24.0
Approach			274	0.2	274	0.2	0.156	3.5	NA	0.8	6.3	0.02	0.48	0.02	24.2
North: Asturian Drive															
1	L2	All MCs	263	0.3	263	0.3	0.167	3.4	LOS A	0.8	6.0	0.01	0.45	0.01	27.6
2	R2	All MCs	1	0.3	1	0.3	0.167	3.8	LOS A	0.8	6.0	0.01	0.45	0.01	33.6
Approach			264	0.3	264	0.3	0.167	3.4	LOS A	0.8	6.0	0.01	0.45	0.01	27.7
West: Henley Street															
3	L2	All MCs	1	0.2	1	0.2	0.001	3.4	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
4	T1	All MCs	1	0.2	1	0.2	0.001	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
Approach			2	0.2	2	0.2	0.001	1.7	NA	0.0	0.0	0.00	0.23	0.00	36.7
All Vehides			540	0.2	540	0.2	0.167	3.5	NA	0.8	6.3	0.02	0.47	0.02	26.2

Table 14. SIDRA results for the Asturian Drive/Access Road intersection – weekday AM peak (2031 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]			km/h
South: Asturian Drive														
5	T1	All MCs	137	0.3	137	0.3	0.094	0.1	LOS A	0.2	1.5	0.11	0.13	39.3
6	R2	All MCs	29	0.0	29	0.0	0.094	4.1	LOS A	0.2	1.5	0.11	0.13	35.1
Approach			166	0.2	166	0.2	0.094	0.8	NA	0.2	1.5	0.11	0.13	39.0
East: Crossover North														
1	L2	All MCs	7	0.0	7	0.0	0.006	0.4	LOS A	0.0	0.2	0.24	0.11	16.8
2	R2	All MCs	1	0.0	1	0.0	0.006	1.8	LOS A	0.0	0.2	0.24	0.11	36.1
Approach			8	0.0	8	0.0	0.006	0.6	LOS A	0.0	0.2	0.24	0.11	27.2
North: Asturian Drive														
3	L2	All MCs	23	0.0	23	0.0	0.088	3.5	LOS A	0.0	0.0	0.00	0.07	29.6
4	T1	All MCs	138	0.3	138	0.3	0.088	0.0	LOS A	0.0	0.0	0.00	0.07	39.5
Approach			161	0.3	161	0.3	0.088	0.5	NA	0.0	0.0	0.00	0.07	37.7
All Vehicles			336	0.2	336	0.2	0.094	0.7	NA	0.2	1.5	0.06	0.10	38.3

Table 15. SIDRA results for the Asturian Drive/Access Road intersection – weekday PM peak (2031 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]			km/h
South: Asturian Drive														
5	T1	All MCs	137	0.3	137	0.3	0.079	0.0	LOS A	0.1	0.4	0.03	0.03	39.8
6	R2	All MCs	7	0.0	7	0.0	0.079	3.9	LOS A	0.1	0.4	0.03	0.03	36.5
Approach			144	0.3	144	0.3	0.079	0.2	NA	0.1	0.4	0.03	0.03	39.7
East: Crossover North														
1	L2	All MCs	29	0.0	29	0.0	0.044	0.4	LOS A	0.2	1.2	0.27	0.19	15.9
2	R2	All MCs	23	0.0	23	0.0	0.044	1.7	LOS A	0.2	1.2	0.27	0.19	36.0
Approach			53	0.0	53	0.0	0.044	1.0	LOS A	0.2	1.2	0.27	0.19	33.3
North: Asturian Drive														
3	L2	All MCs	1	0.0	1	0.0	0.076	3.5	LOS A	0.0	0.0	0.00	0.00	29.8
4	T1	All MCs	138	0.3	138	0.3	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	40.0
Approach			139	0.3	139	0.3	0.076	0.0	NA	0.0	0.0	0.00	0.00	39.9
All Vehicles			336	0.2	336	0.2	0.079	0.3	NA	0.2	1.2	0.06	0.05	39.2

Table 16. SIDRA results for the Asturian Drive (South) crossover – weekday AM peak (2031 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.	Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Asturian Drive														
5	T1	All MCs	121	0.3	121	0.3	0.181	0.5	LOS A	0.9	6.9	0.27	0.35	28.0
6	R2	All MCs	179	0.0	179	0.0	0.181	4.1	LOS A	0.9	6.9	0.27	0.35	26.2
Approach			300	0.1	300	0.1	0.181	2.6	NA	0.9	6.9	0.27	0.35	26.8
East: Crossover South														
1	L2	All MCs	179	0.0	179	0.0	0.174	0.4	LOS A	0.7	5.5	0.25	0.14	16.6
2	R2	All MCs	45	0.0	45	0.0	0.174	2.8	LOS A	0.7	5.5	0.25	0.14	16.6
Approach			224	0.0	224	0.0	0.174	0.8	LOS A	0.7	5.5	0.25	0.14	16.6
North: Asturian Drive														
3	L2	All MCs	45	0.0	45	0.0	0.079	3.5	LOS A	0.0	0.0	0.00	0.15	27.3
4	T1	All MCs	100	0.3	100	0.3	0.079	0.0	LOS A	0.0	0.0	0.00	0.15	37.5
Approach			145	0.2	145	0.2	0.079	1.1	NA	0.0	0.0	0.00	0.15	33.4
All Vehides			669	0.1	669	0.1	0.181	1.7	NA	0.9	6.9	0.20	0.24	27.4

Table 17. SIDRA results for the Asturian Drive (South) crossover – weekday PM peak (2031 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Asturian Drive														
5	T1	All MCs	99	0.3	99	0.3	0.171	0.6	LOS A	0.9	6.6	0.30	0.38	27.3
6	R2	All MCs	179	0.0	179	0.0	0.171	4.2	LOS A	0.9	6.6	0.30	0.38	25.7
Approach			278	0.1	278	0.1	0.171	2.9	NA	0.9	6.6	0.30	0.38	26.2
East: Crossover South														
1	L2	All MCs	179	0.0	179	0.0	0.176	0.4	LOS A	0.7	5.6	0.27	0.17	16.3
2	R2	All MCs	45	0.0	45	0.0	0.176	2.8	LOS A	0.7	5.6	0.27	0.17	16.3
Approach			224	0.0	224	0.0	0.176	0.9	LOS A	0.7	5.6	0.27	0.17	16.3
North: Asturian Drive														
3	L2	All MCs	45	0.0	45	0.0	0.091	3.5	LOS A	0.0	0.0	0.00	0.13	27.5
4	T1	All MCs	122	0.3	122	0.3	0.091	0.0	LOS A	0.0	0.0	0.00	0.13	37.8
Approach			167	0.2	167	0.2	0.091	0.9	NA	0.0	0.0	0.00	0.13	34.1
All Vehicles			669	0.1	669	0.1	0.176	1.7	NA	0.9	6.6	0.21	0.25	27.6

Table 18. SIDRA results for the Henley Street (West) crossover – AM morning peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h	
East: Henley Street															
5	T1	All MCs	179	0.2	179	0.2	0.130	0.3	LOS A	0.3	2.6	0.18	0.20	0.18	36.5
6	R2	All MCs	45	0.0	45	0.0	0.130	4.6	LOS A	0.3	2.6	0.18	0.20	0.18	34.0
Approach			224	0.2	224	0.2	0.130	1.2	NA	0.3	2.6	0.18	0.20	0.18	35.9
North: Crossover West															
1	L2	All MCs	45	0.0	45	0.0	0.117	0.7	LOS A	0.4	3.2	0.38	0.33	0.38	14.3
2	R2	All MCs	68	0.0	68	0.0	0.117	2.8	LOS A	0.4	3.2	0.38	0.33	0.38	14.3
Approach			114	0.0	114	0.0	0.117	2.0	LOS A	0.4	3.2	0.38	0.33	0.38	14.3
West: Henley Street															
3	L2	All MCs	68	0.0	68	0.0	0.147	3.4	LOS A	0.0	0.0	0.00	0.12	0.00	12.5
4	T1	All MCs	202	0.2	202	0.2	0.147	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	34.5
Approach			271	0.1	271	0.1	0.147	0.9	NA	0.0	0.0	0.00	0.12	0.00	22.6
All Vehicles			608	0.1	608	0.1	0.147	1.2	NA	0.4	3.2	0.14	0.19	0.14	28.4

Table 19. SIDRA results for the Henley Street (West) crossover – PM morning peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h	
East: Henley Street															
5	T1	All MCs	202	0.2	202	0.2	0.120	0.1	LOS A	0.1	0.9	0.06	0.07	0.06	39.6
6	R2	All MCs	15	0.0	15	0.0	0.120	4.4	LOS A	0.1	0.9	0.06	0.07	0.06	38.5
Approach			217	0.2	217	0.2	0.120	0.4	NA	0.1	0.9	0.06	0.07	0.06	39.5
North: Crossover East															
1	L2	All MCs	59	0.0	59	0.0	0.096	0.7	LOS A	0.4	2.6	0.35	0.27	0.35	36.0
2	R2	All MCs	44	0.0	44	0.0	0.096	2.6	LOS A	0.4	2.6	0.35	0.27	0.35	15.2
Approach			103	0.0	103	0.0	0.096	1.5	LOS A	0.4	2.6	0.35	0.27	0.35	34.2
West: Henley Street															
3	L2	All MCs	22	0.0	22	0.0	0.122	3.5	LOS A	0.0	0.0	0.00	0.05	0.00	10.2
4	T1	All MCs	203	0.2	203	0.2	0.122	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	39.7
Approach			225	0.2	225	0.2	0.122	0.4	NA	0.0	0.0	0.00	0.05	0.00	36.7
All Vehicles			545	0.1	545	0.1	0.122	0.6	NA	0.4	2.6	0.09	0.10	0.09	37.5

Table 20. SIDRA results for the Henley Street (East) crossover – AM morning peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh. veh	Dist] m			km/h	
East: Henley Street															
5	T1	All MCs	202	0.2	202	0.2	0.152	0.3	LOS A	0.4	3.3	0.19	0.21	38.7	
6	R2	All MCs	59	0.0	59	0.0	0.152	4.5	LOS A	0.4	3.3	0.19	0.21	37.7	
Approach			261	0.2	261	0.2	0.152	1.3	NA	0.4	3.3	0.19	0.21	38.5	
North: Crossover East															
1	L2	All MCs	15	0.0	15	0.0	0.039	0.6	LOS A	0.1	1.0	0.37	0.30	35.9	
2	R2	All MCs	22	0.0	22	0.0	0.039	2.8	LOS A	0.1	1.0	0.37	0.30	14.4	
Approach			37	0.0	37	0.0	0.039	1.9	LOS A	0.1	1.0	0.37	0.30	32.4	
West: Henley Street															
3	L2	All MCs	44	0.0	44	0.0	0.134	3.5	LOS A	0.0	0.0	0.00	0.08	10.2	
4	T1	All MCs	203	0.2	203	0.2	0.134	0.0	LOS A	0.0	0.0	0.00	0.08	39.6	
Approach			247	0.2	247	0.2	0.134	0.6	NA	0.0	0.0	0.00	0.08	34.1	
All Vehicles			545	0.1	545	0.1	0.152	1.0	NA	0.4	3.3	0.11	0.16	36.0	

Table 21. SIDRA results for the Henley Street (East) crossover – PM morning peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh. veh	Dist] m			km/h	
East: Henley Street															
5	T1	All MCs	202	0.2	202	0.2	0.120	0.1	LOS A	0.1	0.9	0.06	0.07	0.06	39.6
6	R2	All MCs	15	0.0	15	0.0	0.120	4.4	LOS A	0.1	0.9	0.06	0.07	0.06	38.5
Approach			217	0.2	217	0.2	0.120	0.4	NA	0.1	0.9	0.06	0.07	0.06	39.5
North: Crossover East															
1	L2	All MCs	59	0.0	59	0.0	0.096	0.7	LOS A	0.4	2.6	0.35	0.27	0.35	36.0
2	R2	All MCs	44	0.0	44	0.0	0.096	2.6	LOS A	0.4	2.6	0.35	0.27	0.35	15.2
Approach			103	0.0	103	0.0	0.096	1.5	LOS A	0.4	2.6	0.35	0.27	0.35	34.2
West: Henley Street															
3	L2	All MCs	22	0.0	22	0.0	0.122	3.5	LOS A	0.0	0.0	0.00	0.05	0.00	10.2
4	T1	All MCs	203	0.2	203	0.2	0.122	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	39.7
Approach			225	0.2	225	0.2	0.122	0.4	NA	0.0	0.0	0.00	0.05	0.00	36.7
All Vehicles			545	0.1	545	0.1	0.122	0.6	NA	0.4	2.6	0.09	0.10	0.09	37.5

Table 22. SIDRA results for the Asturian Drive/Henley Street intersection – weekday AM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	Prop. Queued Dist] m	Eff. Stop of Cycles Rate to Depart	Number Cycles	Aver. Speed km/h	
South: Subdivision Road															
1	L2	All MCs	2	0.0	2	0.0	0.005	3.4	LOS A	0.0	0.2	0.48	0.48	36.9	
2	T1	All MCs	1	0.0	1	0.0	0.005	2.9	LOS A	0.0	0.2	0.48	0.48	36.1	
3	R2	All MCs	2	0.0	2	0.0	0.005	7.2	LOS A	0.0	0.2	0.48	0.48	36.1	
Approach			5	0.0	5	0.0	0.005	4.8	LOS A	0.0	0.2	0.48	0.48	36.5	
East: Henley Street															
4	L2	All MCs	2	0.0	2	0.0	0.213	2.5	LOS A	1.4	10.8	0.39	0.39	36.0	
5	T1	All MCs	95	0.2	95	0.2	0.213	2.1	LOS A	1.4	10.8	0.39	0.39	33.0	
6	R2	All MCs	153	0.2	153	0.2	0.213	6.4	LOS A	1.4	10.8	0.39	0.39	24.0	
Approach			249	0.2	249	0.2	0.213	4.7	LOS A	1.4	10.8	0.39	0.39	29.5	
North: Asturian Drive															
1	L2	All MCs	153	0.3	153	0.3	0.236	2.5	LOS A	1.6	12.5	0.39	0.39	26.0	
8	T1	All MCs	1	0.0	1	0.0	0.236	2.0	LOS A	1.6	12.5	0.39	0.39	36.6	
2	R2	All MCs	126	0.3	126	0.3	0.236	6.4	LOS A	1.6	12.5	0.39	0.39	33.0	
Approach			280	0.3	280	0.3	0.236	4.2	LOS A	1.6	12.5	0.39	0.39	30.7	
West: Henley Street															
3	L2	All MCs	147	0.2	147	0.2	0.237	2.8	LOS A	1.6	12.1	0.43	0.36	0.43	34.0
4	T1	All MCs	118	0.2	118	0.2	0.237	2.3	LOS A	1.6	12.1	0.43	0.36	0.43	34.0
12	R2	All MCs	2	0.0	2	0.0	0.237	6.6	LOS A	1.6	12.1	0.43	0.36	0.43	37.5
Approach			267	0.2	267	0.2	0.237	2.6	LOS A	1.6	12.1	0.43	0.36	0.43	34.1
All Vehicles			802	0.2	802	0.2	0.237	3.9	LOS A	1.6	12.5	0.40	0.42	0.40	31.6

Table 23. SIDRA results for the Asturian Drive/Henley Street intersection – weekday PM peak (2031 Scenario)

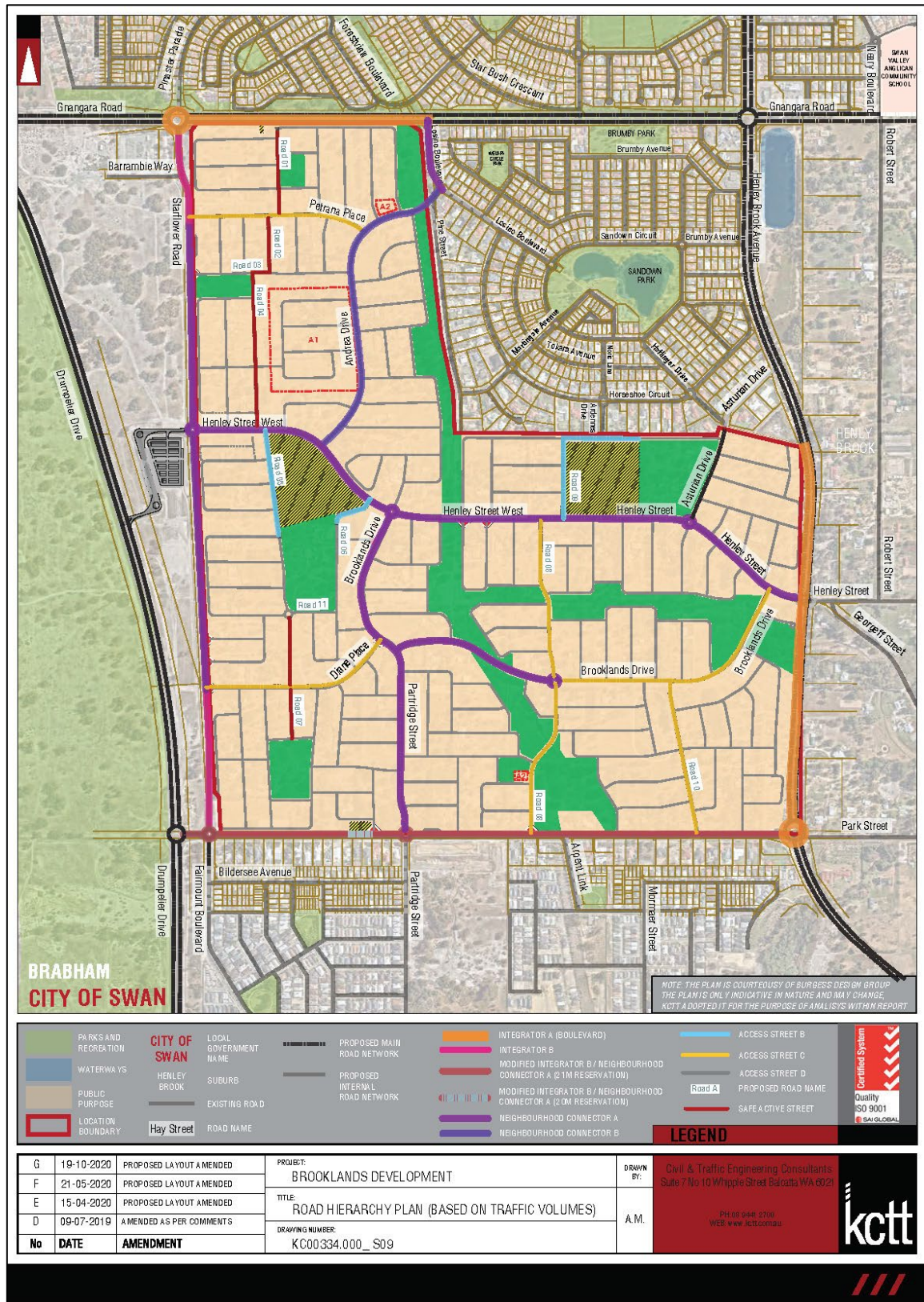
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh]	Prop. Queued Dist] m	Eff. Stop of Cycles Rate to Depart	Number Cycles	Aver. Speed km/h	
South: Subdivision Road															
1	L2	All MCs	2	0.0	2	0.0	0.006	3.6	LOSA	0.0	0.2	0.51	0.48	0.51	36.8
2	T1	All MCs	1	0.0	1	0.0	0.006	3.1	LOSA	0.0	0.2	0.51	0.48	0.51	36.0
3	R2	All MCs	2	0.0	2	0.0	0.006	7.4	LOSA	0.0	0.2	0.51	0.48	0.51	36.0
Approach			5	0.0	5	0.0	0.006	5.1	LOSA	0.0	0.2	0.51	0.48	0.51	36.4
East: Henley Street															
4	L2	All MCs	2	0.0	2	0.0	0.239	2.7	LOSA	1.6	12.2	0.42	0.47	0.42	36.1
5	T1	All MCs	117	0.2	117	0.2	0.239	2.3	LOSA	1.6	12.2	0.42	0.47	0.42	33.0
6	R2	All MCs	153	0.2	153	0.2	0.239	6.6	LOSA	1.6	12.2	0.42	0.47	0.42	24.0
Approach			272	0.2	272	0.2	0.239	4.7	LOSA	1.6	12.2	0.42	0.47	0.42	29.9
North: Asturian Drive															
1	L2	All MCs	153	0.3	153	0.3	0.245	2.3	LOSA	1.7	13.2	0.35	0.44	0.35	26.0
8	T1	All MCs	1	0.0	1	0.0	0.245	1.9	LOSA	1.7	13.2	0.35	0.44	0.35	36.6
2	R2	All MCs	148	0.3	148	0.3	0.245	6.2	LOSA	1.7	13.2	0.35	0.44	0.35	33.0
Approach			302	0.3	302	0.3	0.245	4.2	LOSA	1.7	13.2	0.35	0.44	0.35	30.9
West: Henley Street															
3	L2	All MCs	125	0.2	125	0.2	0.200	2.7	LOSA	1.3	10.0	0.42	0.36	0.42	34.1
4	T1	All MCs	96	0.2	96	0.2	0.200	2.3	LOSA	1.3	10.0	0.42	0.36	0.42	34.1
12	R2	All MCs	2	0.0	2	0.0	0.200	6.6	LOSA	1.3	10.0	0.42	0.36	0.42	37.5
Approach			223	0.2	223	0.2	0.200	2.6	LOSA	1.3	10.0	0.42	0.36	0.42	34.2
All Vehicles			802	0.2	802	0.2	0.245	3.9	LOSA	1.7	13.2	0.40	0.43	0.40	31.6

Appendix C

BROOKLAND STRUCTURE PLAN



Engineering a better future for **over 20 years!**





PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**