



City of Rockingham

AGENDA

Planning and Engineering Services Committee Meeting

To be held on Monday 18 January 2021 at 4:00pm
City of Rockingham Council Chambers



Notice of Meeting



Dear Committee members

The next Planning and Engineering Services Committee Meeting of the City of Rockingham will be held on Monday 18 January 2021 in the Council Chambers, City of Rockingham Administration Centre, Civic Boulevard, Rockingham. The meeting will commence at 4:00pm.

A handwritten signature in blue ink, appearing to read 'Michael Parker'.

MICHAEL PARKER
CHIEF EXECUTIVE OFFICER

14 January 2021

DISCLAIMER

PLEASE READ THE FOLLOWING IMPORTANT DISCLAIMER BEFORE PROCEEDING:

Statements or decisions made at this meeting should not be relied or acted on by an applicant or any other person until they have received written notification from the City. Notice of all approvals, including planning and building approvals, will be given to applicants in writing. The City of Rockingham expressly disclaims liability for any loss or damages suffered by a person who relies or acts on statements or decisions made at a Council or Committee meeting before receiving written notification from the City.

City of Rockingham
Planning and Engineering Services
Committee Agenda
4:00pm Monday 18 January 2021



1. Declaration of Opening

Acknowledgement of Country

This meeting acknowledges the traditional owners and custodians of the land on which we meet today, the Nyoongar people, and pays respect to their elders both past and present.

2. Record of Attendance/Apologies/Approved Leave of Absence

2.1 Members

Cr Mark Jones	Cr Craig Buchanan
Cr Matthew Whitfield	Cr Sally Davies
Cr Lorna Buchan	Cr Rae Cottam
Cr Deb Hamblin (Deputy Mayor)	Cr Leigh Liley
Cr Joy Stewart (Deputising for Cr Hayley Edwards)	

Deputies

2.2 Executive

Mr Michael Parker	Chief Executive Officer
Mr Bob Jeans	Director Planning and Development Services
Mr Peter Doherty	Director Legal Services and General Counsel
Mr Sam Assaad	Director Engineering and Parks Services
Mr Peter Ricci	Manager Major Planning Projects
Mr Brett Ashby	Manager Strategic Planning and Environment
Mr James Henson	Manager Land and Development Infrastructure
Mr Mike Ross	Manager Statutory Planning
Ms Erica King	Manager Health and Building Services
Mr David Caporn	Manager Compliance and Emergency Liaison
Mr Ian Daniels	Manager Infrastructure Project Delivery
Mr Manoj Barua	Manager Engineering Services
Mr Tony Bailey	A/Manager Asset Services
Mr Adam Johnston	Manager Parks Services
Mr Peter Varris	Manager Governance and Councillor Support
Mr Aiden Boyham	City Media Officer
Ms Melinda Wellburn	EA to Director Planning and Development Services
Ms Andrea Holman	EA to Director Engineering and Parks Services

2.3 Members of the Gallery:

2.4 Apologies:

2.5 Approved Leave of Absence:

Cr Hayley Edwards

3.	Responses to Previous Public Questions Taken on Notice	
4.	Public Question Time	
	Members of the public are invited to present questions to the Chairperson about matters affecting the City of Rockingham and its residents. Questions should relate to the business of the Committee. This is the only opportunity in the meeting for the public to ask questions.	
5.	Confirmation of Minutes of the Previous Meeting	
	Recommendation: That Committee CONFIRMS the Minutes of the Planning and Engineering Services Committee meeting held on 7 December 2020, as a true and accurate record.	
6.	Matters Arising from the Previous Minutes	
7.	Announcement by the Presiding Person without Discussion	
	The Chairperson to announce to all present that decisions made at Committees of Council are recommendations only and may be adopted in full, amended or deferred when presented for consideration at the next Council meeting.	
8.	Declarations of Members and Officers Interests	
9.	Petitions/Deputations/Presentations/Submissions	
10.	Matters for which the Meeting may be Closed	
11.	Bulletin Items	
	Planning and Development Services Information Bulletin - January 2021 Engineering and Parks Services Information Bulletin - January 2021	
12.	Agenda Items	
	Planning and Development Services	6
	PD-001/21 Proposed Council Policy - Alfresco Dining	6
	PD-002/21 Proposed Amendment to Structure Plan Lot 311 Fifty Road, Baldivis	11
	PD-003/21 Environmental Advisory Committee	50
	PD-004/21 Whitebait Farming	53
	PD-005/21 Fairy Tern Security	56
	PD-006/21 Joint Development Assessment Panel Application - Proposed Child Care Premises	59
	PD-007/21 Proposed Golf Driving Range Lighting, Secret Harbour	87
	PD-008/21 Proposed Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution	100
	Engineering and Parks Services	105
	EP-001/21 Tender T20/21-01 - Construction of the Koorana Reserve Clubrooms and Ovals	105
	EP-002/21 Draft Council Policy - Memorials in Public Places Policy	109

13.	Reports of Councillors
14.	Addendum Agenda
15.	Motions of which Previous Notice has been given
16.	Notices of Motion for Consideration at the Following Meeting
17.	Urgent Business Approved by the Person Presiding or by Decision of the Committee
18.	Matters Behind Closed Doors
19.	Date and Time of Next Meeting
	The next Planning and Engineering Services Committee meeting will be held on Monday 15 February 2021 in the Council Chambers, Council Administration Building, Civic Boulevard, Rockingham. The meeting will commence at 4:00pm.
20.	Closure

12. Agenda Items

Planning and Development Services

**Planning and Development Services
Health Services**



Reference No & Subject:	PD-001/21	Proposed Council Policy - Alfresco Dining
File No:	LWE/78	
Applicant:		
Owner:		
Author:	Mrs Erica King, Manager Health and Building Services	
Other Contributors:		
Date of Committee Meeting:	18 January 2021	
Previously before Council:	27 October 2020 (PD/047-20)	
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:		
Lot Area:		
LA Zoning:		
MRS Zoning:		
Attachments:	<ol style="list-style-type: none">1. Schedule of Submissions2. Proposed Outdoor Events Guidelines	
Maps/Diagrams:		

Purpose of Report

To consider the adoption of the Alfresco Dining Policy, following community consultation.

Background

At its Ordinary meeting held on 27 October 2020, Council resolved to approve the draft Alfresco Dining Policy, along with the supporting Alfresco Dining Guidelines, for the purposes of community consultation.

Details

Alfresco dining adds vibrancy to entertainment precincts through street activation. The City's existing Outdoor Eating Area Policy has been operational for over a decade, and has been effective in allowing food premises to extend their dining area into public land.

The existing Outdoor Eating Area Policy and Guidelines are workable and generally well received, however, the review of the existing Guidelines has provided an opportunity to include some flexibility for pedestrian access and alfresco dining locations, as well as minor changes to align the Guidelines with current practices.

The majority of the existing Outdoor Eating Area requirements have been carried over from the existing Policy to the proposed Guidelines, however, there are some additions to reflect current thinking, which include:

- Providing flexibility for pedestrian access, depending on the street orientation and pedestrian flow. The feedback from many proprietors has been that their customers prefer dining in the shade provided by the verandahs/eaves, and that customers often try to move tables so they can sit under the shade. The proprietors have provided feedback to the City's Officers that they would rather have dining immediately adjacent to their premises. The proposed Guidelines will allow this to be considered in some circumstances, where this can be safely achieved without adversely impacting on pedestrian movement.
- The inclusion of Parklets, being temporary structures within car parking bays that offer alfresco dining (ie. Ostro and Rustico - Rockingham Beach Road), which receive both a Development Approval under Planning Policy 3.3.24 and an Alfresco Dining Licence.
- The change of name from Outdoor Eating Areas to Alfresco Dining.
- The revision of some existing requirements such as cleaning, to bring them in line with current practices and City requirements.
- The inclusion of the Foreshore Boardwalk Area as a special precinct.

Implications to Consider

a. Consultation with the Community

The proposed Alfresco Dining Policy and Alfresco Dining Guidelines were advertised for public comment in the following manner:

- a copy of the proposed Alfresco Dining Policy and supporting Alfresco Dining Guidelines was advertised on the City's website from Monday 9 November 2020 to Friday 11 December 2020; and
- direct consultation with existing Outdoor Eating Area Permit Holders on 2 November 2020.

At the conclusion of the public advertising period, a total of eight external submissions were received. A full copy of each submission is included in the Schedule of Submissions attached to this report (Attachment 1).

A summary of the comments raised by the submissioners, and the City's comment in respect to each submission, is included in the table below.

Any specific queries on how the Policy and Guidelines relate to event organisers or their events were individually responded to and addressed.

No	Submission	City Comment
1	Support for the Alfresco Dining Policy but a request to make the foreshore non-smoking.	Smoking is prohibited in all Alfresco Dining Areas
2	Support for the Alfresco Dining Policy but a query raised over Parklets in the Plaza.	The submission is noted. The query regarding Parklets has been misinterpreted. The Parklet requirements are for alfresco dining utilising on-street car bays, and are not applicable within the Plaza.
3	Submission relates to vehicle use on Rockingham Beach Road.	The matter of traffic movement along Rockingham Beach Road, with respect to one-way, two-way or it being a pedestrian mall, has been considered on many occasions and most recently during the preparation of the Rockingham Beach Foreshore Master Plan.

No	Submission	City Comment
3	cont...	On each occasion it has been concluded that there is no compelling reason to modify the current two way arrangement. Although a pedestrian mall would reduce traffic conflicts, it has the potential to remove activity from the street and create a sterile environment, not to mention the removal of approximate parking for visitors to the shops and foreshore.
4	No objections to the proposed Outdoor Events Policy.	The submission is noted.
5	The submission related to the colour, size and location of umbrellas in alfresco areas.	The submission is noted. The Guidelines provide general requirements for umbrellas, as well as the following requirement for The Boardwalk tenancies in order to match the recent Foreshore Development: <i>"When alfresco upgrades are planned, consideration is to be given to utilising a higher standard of furniture that will complement the materials used for the Foreshore Redevelopment"</i> Tenancies on The Boardwalk will be notified of the need to comply with this on renewal of their annual Alfresco Dining Licence.
6	As per submission No.5	As per submission No.5
7	As per submission No.5	As per submission No.5
8	As per submission No.5	As per submission No.5

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 1: *Actively Pursue Tourism and Economic Development*

Strategic Objective: *Business Development - Support business development initiatives throughout the City*

d. Policy

If the proposed Policy on Alfresco Dining is adopted, the existing Health Policy No.6.6 - Outdoor Eating Facilities on Public Places will be rescinded.

e. Financial

Nil

f. Legal and Statutory

Nil

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The proposed Alfresco Dining Policy and Alfresco Dining Guidelines were provided directly to all current Outdoor Eating Area Permit Holders, as well as advertised on the City's website. There were no objections to the Policy raised through the consultation period, and comments regarding the importance of alfresco dining reflect the City's support for alfresco dining.

Four of the submissions related to the size, colour and location of umbrellas, particularly within The Boardwalk area. Proprietors in this location will be required to consider the recent Foreshore Redevelopment works, and the City's significant investment in this area, when they replace their existing umbrellas.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **ADOPTS** the Alfresco Dining Policy as follows:

Council Policy - Alfresco Dining

Council Policy Objective

Under the provisions of the City of Rockingham Public Places and Local Government Property Local Law, the City may permit activities such as trading on local government property. The purpose of this Policy is to set out the circumstances under which the City will issue permits for alfresco dining on local government property.

The Policy aims to:

- Ensure alfresco dining areas do not interfere with the safe and reasonable movement of pedestrians of all abilities, vehicular traffic, and other street activities;
- Encourage high quality alfresco dining areas to enhance the safety, vitality, amenity and character of the City of Rockingham; and
- Ensure that adjoining premises are not adversely affected by an alfresco dining area.

Council Policy Scope

This Policy applies to all alfresco dining on local government property under City of Rockingham control that is associated with a registered food business.

This Policy does not apply to alfresco dining:

- located on private property, where development approval may be required, or
- as part of an approved outdoor event, or
- that is not associated with a registered food business.

Council Policy Statement

To encourage high quality alfresco dining areas that do not interfere with the safe and reasonable movement of pedestrians and vehicular traffic or other street activities, the following will be considered in all applications:

- consistency with Alfresco Dining Guidelines
- location of the proposed alfresco dining area
- consistent and predictable clear path of pedestrian travel maintained on footpath
- compatibility with pedestrian, vehicle and emergency access
- compatibility with existing uses
- safety issues such as traffic speeds, traffic levels and sight lines
- location and number of sanitary facilities
- amenity impact potential from noise, light or other sources
- any previous non-compliances or issues by the applicant/food business.

Alfresco Dining Guidelines

Guidelines have been developed to implement the Policy Objectives and provide a comprehensive framework for the development, management and control of alfresco dining areas throughout the City of Rockingham. The Alfresco Dining Guidelines will be updated periodically to reflect any legislative and/or City operational changes.

Council Adoption

This Policy was adopted by Council at its Ordinary meeting held on

Definitions

Alfresco Dining Area means an area provided for dining on the footpath or other public area under local government control associated with an approved food business, for temporary commercial dining activities only, within the City of Rockingham.

Trading means selling or hiring goods or services and includes the setting up of a stall and conducting business at a stall.

Legislation

City of Rockingham Public Places and Local Government Property Local Law 2018 - clause 3.1(1)(f)(ii)

Food Act 2008 - section 109

Environmental Protection (Noise) Regulations 1997 - regulation 7

Other Relevant Policies/Key Documents

Alfresco Dining Guidelines

Responsible Division

Health Services

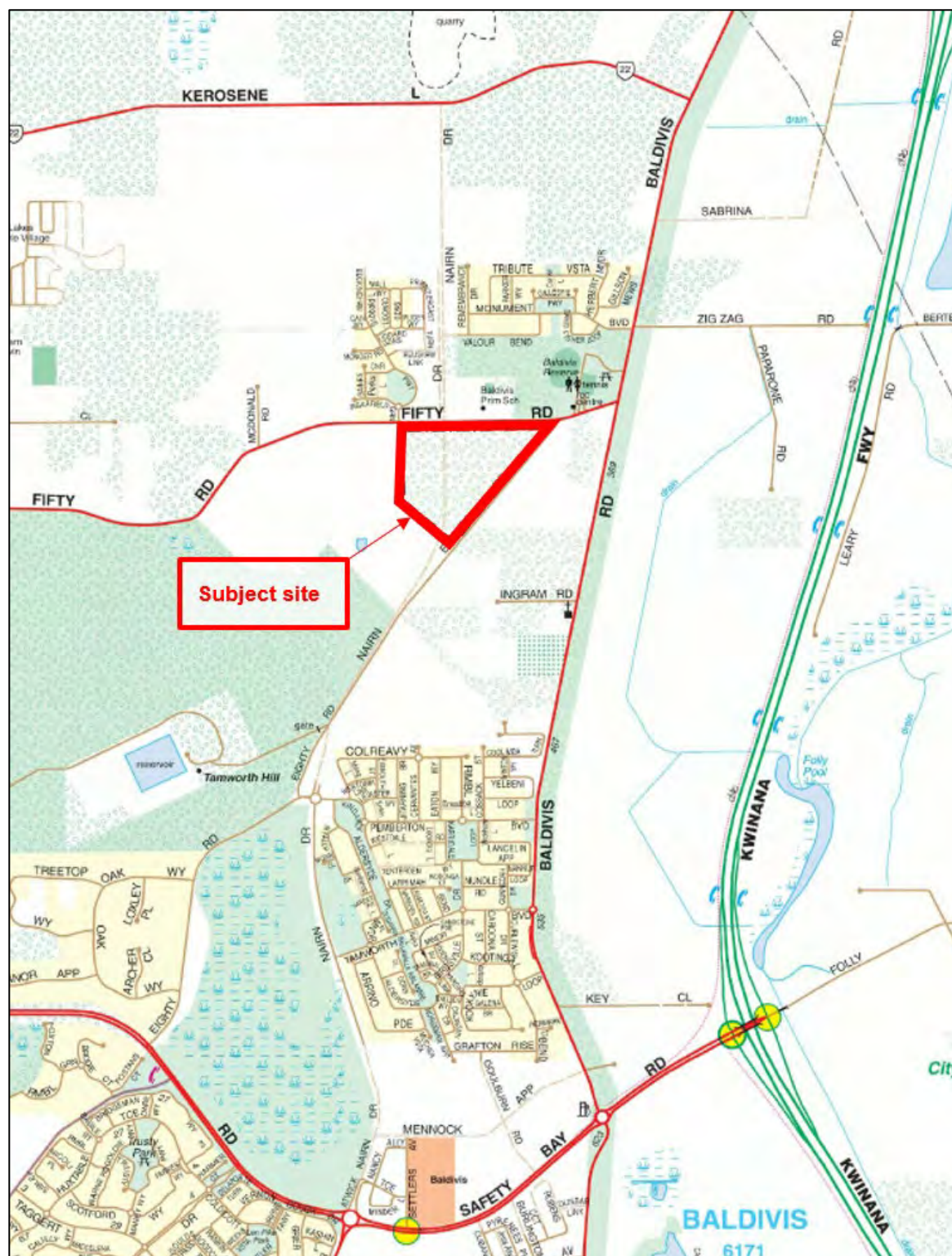
Review Date

January 2023

Planning and Development Services Strategic Planning and Environment Services



Reference No & Subject:	PD-002/21 Proposed Amendment to Structure Plan Lot 311 Fifty Road, Baldivis
File No:	LUP/1412-07
Applicant:	Rowe Group on behalf of Aigle Royal Developments
Owner:	ARP No.22 Pty Ltd (Lot 1401) ARD No.1 Pty Ltd (Lot 1402)
Author:	Mr Robert Casella, Senior Strategic Planner
Other Contributors:	Mr Tristan Fernandes, Coordinator Strategic Planning Mr Brett Ashby, Manager Strategic Planning and Environment
Date of Committee Meeting:	18 January 2021
Previously before Council:	September 2012 (SPE-21/12); December 2013 (PDS-011/13)
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	Lot 1401 and Lot 1402 Fifty Road, Baldivis
Lot Area:	13.52ha
LA Zoning:	Development
MRS Zoning:	Urban
Attachments:	Schedule of Submissions
Maps/Diagrams:	<ol style="list-style-type: none"> 1. Location Plan 2. Aerial Photograph 3. Approved Structure Plan Map 4. Advertised Structure Plan Map 5. Advertised Commercial Concept Plan 6. Precinct Plan 7. Location of Advertising 8. Precinct Plan 9. Proposed Modifications 10. Spires Estate Approved Subdivision Lot Layout 11. Structure Plan Comparison of POS 2 12. POS 2 Significant Tree Location 13. POS 1 Boundary Alignment



1. Location Plan

Purpose of Report

To consider a proposed amendment to the Lot 311 Fifty Road, Baldyville Structure Plan (the Structure Plan) following the completion of public advertising.

Background

In December 2013, the Council adopted a Structure Plan over the parent Lot 311 Fifty Road subject to minor modifications.

In April 2015, Western Australian Planning Commission (WAPC) approved the Structure Plan subject to modifications. The Structure Plan was endorsed by the Council under delegated authority and came into effect in September 2015.

In 2017, the WAPC approved a subdivision application for the creation of two lots to facilitate the ceding of Nairn Drive Road Reservation. The Nairn Drive road reserve divides the centre of the site in a north-south orientation, as depicted in the figures below.



2. Aerial Photograph

Details

Site Context

The subject site is bounded by Fifty Road to the north, Eighty Road to the east and the Spires Phase 2 development to the south and west. The existing Baldivis Primary School and the future East Baldivis Recreation Reserve are located to the north of Fifty Road.

The site comprises two lots, Lots 1401 and 1402, with areas of approx. 4.46ha and 9.05ha, respectively. The two lots are dissected by Nairn Drive, an Other Regional Road, which has a reserve width of 40m.

Description of the Proposal (as advertised)

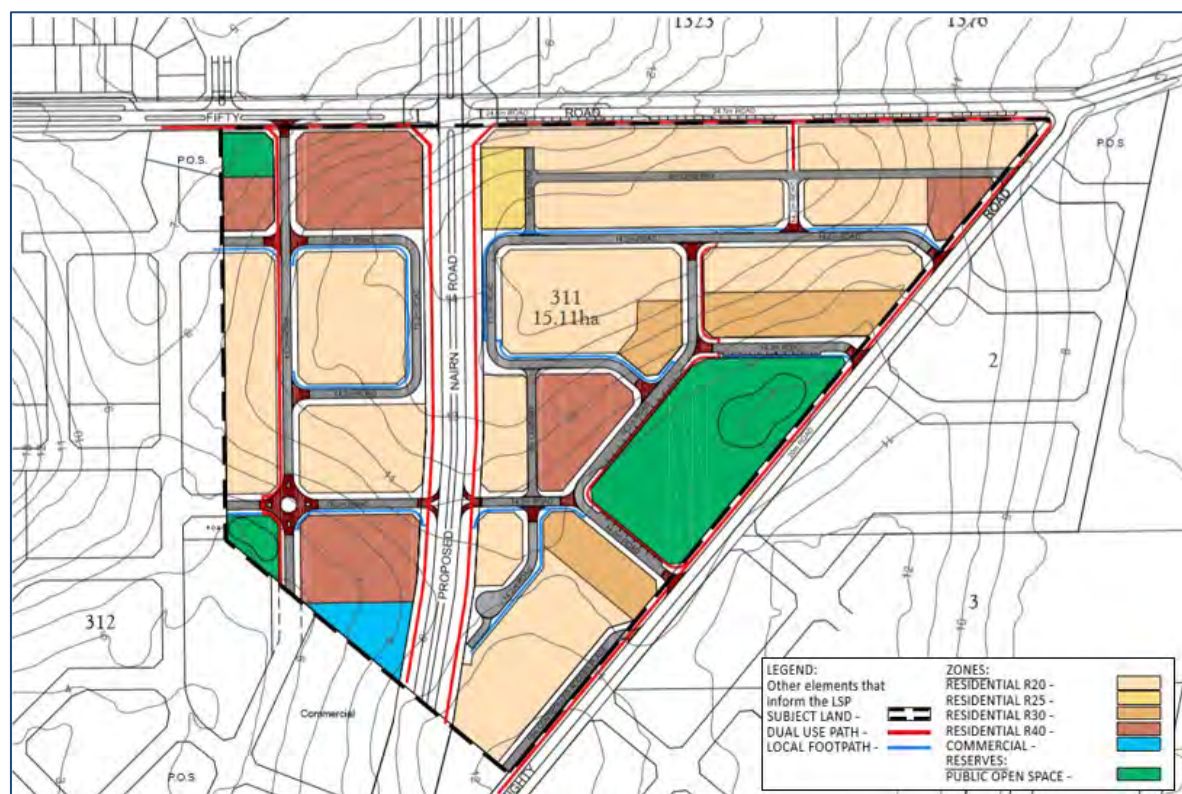
The Structure Plan amendment application proposes the following changes:

1. Reallocate residential density codes across the western and central portions of the site, increasing the estimated lot yield to 221 (increase of 31 lots) by:
 - (i) Increasing the base density from R20 (450m² average lot size) to R25 density (350m² average lot size).
 - (ii) Redistributing R30 (300m² average lot size) and R40 densities (220m² average lot size), that provides for an overall reduction of R40 density within the Structure Plan area.
 - (iii) Applying an R60 density (150m² average lot size) within and north of the Commercial zone.
2. Increase the area allocated for Commercial Development from 0.204ha to 1.8ha to accommodate the following:
 - (i) An additional supermarket and specialty shops, to a maximum of 4,000m², resulting in shop/retail floor space total of up to 11,000m² for the overall centre.
 - (ii) Potential for bulky goods showrooms, fast food outlets, child care centre, medical centre, service station and other non-retail commercial uses.
3. Introduce minor changes to the movement network to facilitate the above amendments to the subdivision design.

In accordance with the *Planning and Development (Local Planning Schemes) Regulations (2015)* (the Regulations), the Structure Plan Amendment application submitted for assessment contained the following technical documentation:

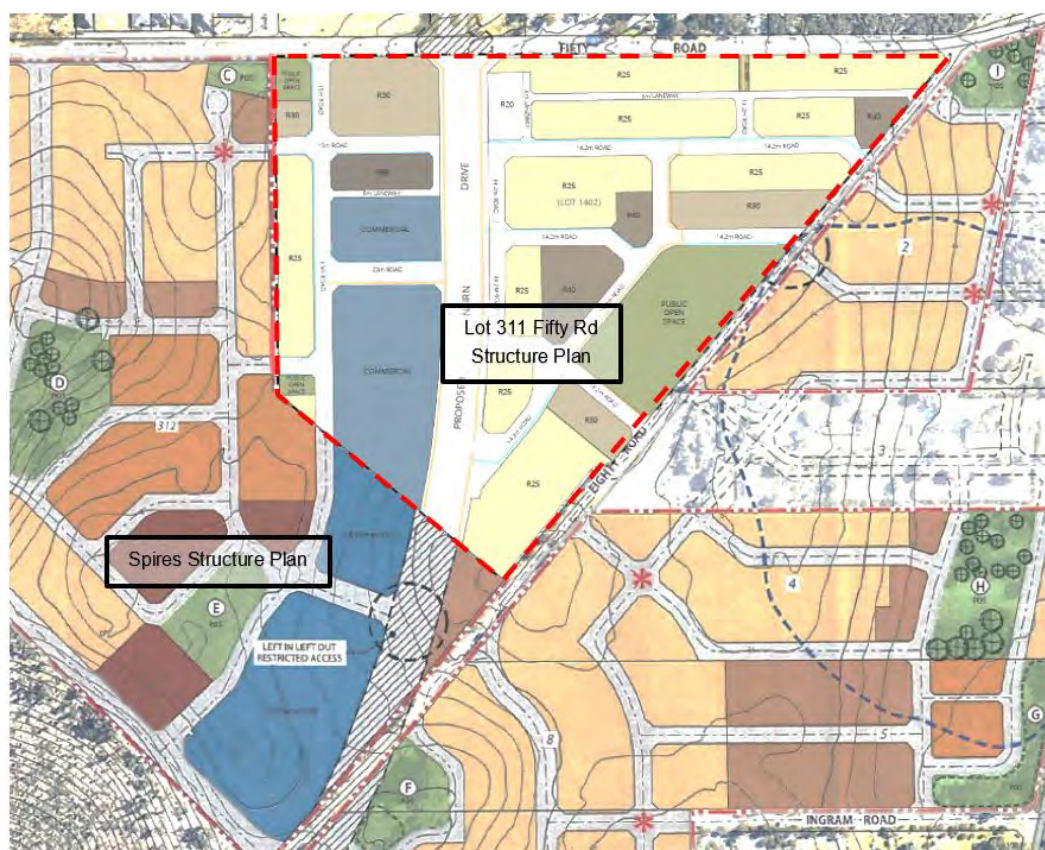
- Structure Plan Map;
- Revised Structure Plan Report;
- Flora and Vegetation Survey;
- Black Cockatoo Assessment;
- An Odour Report measuring impacts from the nearby Poultry Farm;
- Bushfire Management Plan;
- Acoustic Assessment
- Landscape Concept Plan;
- Transport Impact Assessment;
- Engineering Servicing Report;
- Local Water Management Strategy;
- Retail Sustainability Assessment; and
- Precinct Concept Plan.

The approved and advertised Structure Plans are shown in Figures 3, 4 and 5.





5. Advertised Commercial Concept Plan



6. Precinct Plan

Implications to Consider

a. Consultation with the Community

Advertising Methodology

In accordance with the Notice of Exemption to the Regulations signed by the Minister for Planning in response to the declared 'State of Emergency', resulting from the outbreak of COVID-19, the City advertised the Structure Plan for a period of 42 days, an additional 14 days to the standard requirements of the Regulations.

The advertising period commenced on 4 September 2020 and concluded on 16 October 2020.

Advertising was carried out in the following manner:

1. Nearby owners and occupiers (1,424 referrals) of properties, which were considered to have a direct or indirect impact from the proposed Structure Plan Amendment, were notified of the proposal by letter (refer to Figure 7);
2. The Applicant erected signage in a prominent location on the subject land;
 - (i) South-west corner of Fifty Road and Everest Way (Formerly Eighty Road);
 - (ii) Fifty Road, at the western corner of the property boundary; and
 - (iii) Copies of the proposed Structure Plan and relevant documents were made available for inspection on the City's website.

Advertising was undertaken in accordance with the requirements of Schedule 2, Part 4, Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).



7. Location of Advertising

Note: advertising area is the land contained within red border.

Summary of Public Submissions

At the close of the advertising period, the City had received 15 submissions from landowners, occupiers and commercial centre operators/owners.

Of the 15 submissions:

- None were in support;
- Two were neutral; and
- 13 raised objections.

A full copy of the submissions received during the advertising period are set out in the Schedule of Submissions and provided within the attachment to this Report.

Response to Submission Issues

The following matters were raised in received submissions:

1. Neighbourhood Centre
<p><u>Submission:</u></p> <p>(i) The proposal for large format retail uses is considered inappropriate for a neighbourhood centre.</p>
<p><u>Applicant's Response:</u></p> <p><i>It is not uncommon for large format or "bulky goods" retail outlets, which generally (but not always) fall within the PLUC 6 (Other Retail) floorspace category, to be located within, or adjacent to, appropriately located activity centres, including neighbourhood activity centres (Refer to SPP 4.2 Clause 5.6.1 (3)).</i></p> <p><i>Furthermore, PLUC 5 (Shop/ Retail) floorspace, which is obviously permitted within neighbourhood centres, may sometimes require large format floorspace and presentation - e.g. the WASLUC 5721 "Household Appliances Retail" category, which may include (for example) washing machines and refrigerators. Large format retail may therefore include both PLUC 5 and PLUC 6 retail categories. While it will always be necessary to ensure that the design and function of a neighbourhood centre appropriately fits and works <u>within its particular context</u>, it is simply <u>not</u> the case that large format retail uses should, as a matter of principle, not be permitted within, or adjacent to, neighbourhood centres.</i></p>
<p><u>City's Comment:</u></p> <p>See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u></p> <p>(ii) Baldvis North has sufficient retail floor space available to support the current and projected population.</p>
<p><u>Applicant's Response:</u></p> <p><i>The current (2020) population of North Baldvis is estimated at 10,833 persons and is currently forecast to reach 29,463 persons by 2036 (Source: City of Rockingham (Forecast id) June 2020). This represents an increase of 18,630 persons (172%) over the forecast period. The Baldvis district centre, which serves all of Baldvis is already very large and busy.</i></p> <p><i>It should therefore be obvious that <u>additional</u> neighbourhood/ local level retail floorspace will be <u>essential</u> within North Baldvis as this significant population growth unfolds. In any event, the planned pattern of existing and planned neighbourhood/ local centres is clearly presented in the City's Local Commercial Strategy. The current proposal clearly reflects this strategy and is simply seeking an expansion to a currently planned neighbourhood centre.</i></p>
<p><u>City's Comment:</u></p> <p>See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>

1. Neighbourhood Centre (cont...)
<p><u>Submission:</u></p> <p>(iii) The context, composition and physical design for the proposed expansion to the Baldvis North Neighbourhood Centre does not comply with basic nature and role of neighbourhood centres envisaged by the State and local planning framework around activity/commercial centres (State Planning Policy 4.2 – Activity Centres, Baldvis North District Structure Plan, Planning Policy 3.2.1 – Local Commercial Strategy, and requirement for the preparation of an Activity Centre Plan):</p> <ul style="list-style-type: none"> - Ribbon development is not supported under SPP4.2 - Baldvis North District Structure Plan Designates the Baldvis North Neighbourhood Centre at a maximum of 5,500m² NLA - The need as to the level off supportable shop floor space within the catchment.
<p><u>Applicant's Response:</u></p> <p><i>The three dot-points in the submission are addressed as follows:</i></p> <ul style="list-style-type: none"> - <i>The submission's reference to "ribbon development" is inappropriate in this case. Although the proposed centre's main road frontage is reasonably long, it is not as long as that of some other neighbourhood centres (e.g. the Southern River neighbourhood centre). The subject site is clearly bounded by a local road to the south and proposed residential development to the north, so it cannot be extended any further. The depth of the site is sufficient to facilitate an attractive design solution, as evidenced by the concept plan, which presents an indicative proposal which looks nothing like a ribbon development scenario as it is commonly understood within urban planning circles.</i> - <i>The district Structure Plan referred to by the submitter is now well out of date. The plan report was prepared in 2000 and its population forecast was for only 11,583 persons. Some modifications to the spatial plan were carried out in 2006, but the proposed pattern of centres has now changed significantly. The City's Local Commercial Strategy (last updated in 2018) now envisages the potential for neighbourhood centres in Baldvis to generally range between 4,500 and 10,000m².</i> - <i>In general terms, based on the most recent population forecast for North Baldvis, the quantity of planned Neighbourhood/ Local retail floorspace which would result from the proposed centre expansion would meet the needs of the community perfectly. Without the appropriate provision of neighbourhood/ local shopping options, residents would need to visit the district centre more often than they would otherwise need to. The purpose of maintaining a hierarchy of centres is to promote convenience and reduce travel time for the community. The community needs appropriate access to retail services at all levels in the activity centres hierarchy and that is what the proposed centre expansion will help deliver.</i>
<p><u>City's Comment:</u></p> <p>See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u></p> <p>(iv) The proposed substantial increase in Net Lettable Area would effectively place the centre as a District Centre, of which the processes to establish a district centre have not been followed or its impact properly considered, given its proximity within 2km of an existing district centre, undermining the centre hierarchy in the locality, whilst the proposed form will undermine the City's urban built form objectives.</p>

1. Neighbourhood Centre (cont...)
<p><u>Applicant's Response:</u></p> <p><i>The proposed centre would certainly <u>not</u> be a district centre but a large neighbourhood centre, of which there are several within metropolitan Perth (e.g. the Amherst Neighbourhood Centre in the City of Gosnells contains 12,714m² of Shop/ Retail (PLUC 5) floor space plus other categories of floor space.</i></p> <p><i>District centres are, for the most part, typically characterised by Shop/ Retail floor space averaging around 15,000 to 16,000m², incorporating both large major chain supermarkets, at least one discount department store and a much greater variety of specialty shops than would be found in even in the largest neighbourhood centre.</i></p>
<p><u>City's Comment:</u></p> <p>See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u></p> <p>(v) The orderly and proper planning process for the scale of change sought has not been adhered to. The impact on stakeholders and planning for the Baldivis area has not been adequately assessed or presented.</p>
<p><u>Applicant's Response:</u></p> <p><i>On the contrary, the orderly and proper planning approach taken to the subject proposal has been fully assessed and is very clear:</i></p> <ul style="list-style-type: none"> - <i>Plan well ahead for the long term (i.e. for full development)</i> - <i>Monitor the rate of forecast population growth and new residential development.</i> - <i>Support development of additional retail floor space as and when the size of the population warrants it AND when economic impacts on other centres are estimated to fall within accepted limits OR will become so within a year or so after the proposed development.</i>
<p><u>City's Comment:</u></p> <p>See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u></p> <p>(vi) The Retail Sustainability Assessment does not appropriately consider:</p> <ul style="list-style-type: none"> (a) The policy responsibilities associated with a district level centre on the retail hierarchy, failing to recognise the substantial scale of the proposed development. (b) The trading impacts that could result from the development of this activity centre prior to 2026. (c) The cumulative trading impacts of the total floor space in the Baldivis North precinct. (d) The 'need' for the additional floor space and evidence of under-provision of retail floor space, as claimed. (e) The trading levels that the proposed centre could achieve are understated. (f) The impacts of COVID-19 on the economic outlook and retailed spending patterns. (g) The impact from proposed commercial centres within the catchment (local centre on corner of Baldivis Road and Fifty Road, and a 14,000m² Costco store in Casuarina). (h) Updated population figures provided by Id. Forecast for the retail catchment area (32% variation), rendering the RSA figures outdated.

1. Neighbourhood Centre (cont...)
<p><u>Applicant's Response:</u> <i>The dot-points in the submission are addressed as follows:</i></p> <ul style="list-style-type: none"> (a) <i>As mentioned in a previous response, the proposal is not for a district centre, but an expanded neighbourhood centre.</i> (b) <i>The proposal would not be developed in its entirety prior to 2026 as it would not be viable at that time (refer to RSA).</i> (c) <i>Estimated trading impacts are presented in the model outputs of the RSA.</i> (d) <i>See response to third dot-point in Submission 3.</i> <i>(In general terms, based on the most recent population forecast for North Baldvis, the quantity of planned Neighbourhood/ Local retail floorspace which would result from the proposed centre expansion would meet the needs of the community perfectly. Without the appropriate provision of neighbourhood/ local shopping options, residents would need to visit the district centre more often than they would otherwise need to. The purpose of maintaining a hierarchy of centres is to promote convenience and reduce travel time for the community. The community needs appropriate access to retail services at all levels in the activity centres hierarchy and that is what the proposed centre expansion will help deliver.)</i> (e) <i>This opinion is unsubstantiated and not agreed with.</i> (f) <i>Following work over the preceding three months, the RSA was completed in March 2020 – the same month the COVID-19 pandemic was declared. It was therefore not possible to consider the possible implications of the pandemic in the RSA. This is an issue that will no doubt need to be fully addressed in due course. However, even at this stage, it has been noted by several researchers that neighbourhood/ local shopping is being favoured by increasing numbers of people as a current response to the pandemic.</i> (g) <i>It is the case that the most recent population forecasts for North Baldvis (which were referenced in the above response to Submission 2) show a slower rate of population growth than the preceding forecasts, which were utilised for the purposes of the RSA. It is noted, however, that the difference between the two forecasts by 2036 is a negligible 414 persons. Post 2036 the population is forecast to become slightly higher than in the previous forecast. The implication of the most recent forecast is that the amount of neighbourhood/ local floor space planned for North Baldvis (inclusive of the currently proposed expansion) <u>is definitely appropriate</u>, however, its staged delivery may well be somewhat slower than envisaged in the RSA. If future population forecasts (and associated residential development) become more bullish again, then the optimum centre development timetable may be brought forward again.</i>
<p><u>City's Comment:</u> See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u></p> <p>(vii) There is insufficient market demand to accommodate the proposed commercial centre, absorbing the retail demand from surrounding existing and planned commercial centres, resulting in long term loss of service in neighbouring activity centres.</p>
<p><u>Applicant's Response:</u> Refer to responses to:</p> <ul style="list-style-type: none"> - Submission 2 <p><i>(The current (2020) population of North Baldvis is estimated at 10,833 persons and is currently forecast to reach 29,463 persons by 2036 (Source: City of Rockingham (Forecast id) June 2020). This represents an increase of 18,630 persons (172%) over the forecast period. The Baldvis district centre, which serves all of Baldvis is already very large and busy.</i></p>

1. Neighbourhood Centre (cont...)
<p><i>It should therefore be obvious that <u>additional</u> neighbourhood/ local level retail floorspace will be <u>essential</u> within North Baldivis as this significant population growth unfolds. In any event, the planned pattern of existing and planned neighbourhood/ local centres is clearly presented in the City's Local Commercial Strategy. The current proposal clearly reflects this strategy and is simply seeking an expansion to a currently planned neighbourhood centre.)</i></p> <ul style="list-style-type: none"> - <i>Third dot-point in Submission 3 (The need as to the level off supportable shop floor space within the catchment.)</i> - <i>Submission 5 (On the contrary, the orderly and proper planning approach taken to the subject proposal has been fully assessed and is very clear:</i> <ul style="list-style-type: none"> - <i>Plan well ahead for the long term (i.e. for full development)</i> - <i>Monitor the rate of forecast population growth and new residential development.</i> - <i>Support development of additional retail floor space as and when the size of the population warrants it AND when economic impacts on other centres are estimated to fall within accepted limits OR will become so within a year or so after the proposed development.)</i>
<p><u>City's Comment:</u> See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u> (viii) The proposed Neighbourhood Centre Expansion will have a significant impact on surrounding retail centres, with the RSA confirming impacts on other centres will be greater than the 10% threshold established through a 2009 SAT decision.</p>
<p><u>Applicant's Response:</u> <i>This point is acknowledged, but it should be noted that:</i></p> <ul style="list-style-type: none"> - <i>Only two of the estimated impacts exceed 10% and only by a relatively small margin of 1.3% - 1.8%. Within a year, however, all impacts will have fallen to acceptable levels – i.e. below 10% and will virtually disappear over the following five years.</i> - <i>It is generally accepted that short-term impacts larger than 10% <u>can be acceptable</u> where there is strong population growth that will ameliorate an excessive impact in the short-term.</i> <i>This is because impacts of this nature cannot be avoided, particularly when implementing well thought out strategic plans in an urban growth corridor. New planned centres are often developed before their catchment area is fully developed. Prior to that, existing centres elsewhere in the locality often enjoy a temporary boom due to retail floor space under-supply.</i> <i>This situation naturally results in an impact (sometimes a large one exceeding 10%) when the new planned centre is developed, but in such cases the impact is simply a return to "normal" trade levels based the affected centre's catchment.</i> - <i>Also see response to Submission 5.</i> <p><i>(On the contrary, the orderly and proper planning approach taken to the subject proposal has been fully assessed and is very clear:</i></p> <ul style="list-style-type: none"> - <i>Plan well ahead for the long term (i.e. for full development)</i> - <i>Monitor the rate of forecast population growth and new residential development.</i> - <i>Support development of additional retail floor space as and when the size of the population warrants it AND when economic impacts on other centres are estimated to fall within accepted limits OR will become so within a year or so after the proposed development.)</i>

1. Neighbourhood Centre (cont...)
<p><u>City's Comment:</u> See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
<p><u>Submission:</u> (ix) The proposal will have negative impacts on the walkability of the area, proposed movement network, location of public transport services and location of infrastructure, POS and higher density residential development.</p>
<p><u>Applicant's Response:</u> 1. <i>The submission is unsubstantiated.</i> 2. <i>On the contrary, the proposal will encourage walkability by creating a future vibrant neighbourhood centre.</i> 3. <i>The proposal is supported by a traffic impact assessment (TIA).</i> 4. <i>Nairn Drive is a designated future bus route.</i></p>
<p><u>City's Comment:</u> See the Comments section of the report under the topic <i>Neighbourhood Centre</i>.</p>
2. Traffic
<p><u>Submission:</u> (i) The proposal will contribute to traffic congestion in proximity to Baldivis Primary School.</p>
<p><u>Applicant's Response:</u> 1. <i>The submission is unsubstantiated.</i> 2. <i>The proposed Structure Plan is supported by a traffic impact assessment.</i> 3. <i>It is also noted that the Structure Plan (including accompanying TIA) is conditionally supported by Main Roads Western Australia.</i> 4. <i>Based on the above the submission is rejected.</i></p>
<p><u>City's Comment:</u> The proposed modifications are located within the Structure Plan area to the west of Nairn Drive. It is considered that the proposal will not exacerbate the traffic issues currently experienced at Baldivis Primary School. Development of the subject site will result in road widening occurring along Fifty, along the boundary of the Structure Plan. Improvements to the road reserve will include on-street parking along the southern boundary of Fifty Road, which will likely improve the current congestion experienced.</p>
3. Amenity
<p><u>Submission:</u> (i) The proposal for fast food and service station outlets are inappropriate given the proximity to existing established and planned services and the Baldivis Primary School.</p>
<p><u>Applicant's Response:</u> 1. <i>The submission is unsubstantiated.</i> 2. <i>The Structure Plan area does not adjoin any school.</i></p>

3. Amenity (cont...)	
3	<i>The Structure Plan area is not within an easy walking distance for primary school children.</i>
4.	<i>Based on the above the submission is rejected.</i>
<p><u>City's Comment:</u></p> <p>Although a service station is considered an incompatible use with school sites due to possible adverse impacts on health, amenity and safety of students, the primary school site falls outside of the maximum 200m separation distance for a 24hr operated service station.</p> <p>A fast food outlet is a discretionary use within the 'Commercial' zone. The City will assess an application for fast food on its merits, if an application is made for development approval.</p>	
<p><u>Submission:</u></p> <p>(ii) Consideration should be given to enhance the pedestrian environment along Nairn Drive and Fifty Road by including appropriate landscape measures.</p>	
<p><u>Applicant's Response:</u></p> <p>1. <i>Noted</i></p> <p>2. <i>To be addressed at the subdivision stage.</i></p>	
<p><u>City's Comment:</u></p> <p>Cross sections of the Landscape Plans illustrate street trees within the central median and verge treatment of Nairn Drive, whilst Fifty Road contains street trees within the roadside verge treatment. Pedestrian and cycling facilities are also proposed to be provided to improve the level of service.</p> <p>Liveable Neighbourhoods encourages the creation of high quality street environments with shade, shelter, trees, pavement treatment, street furniture, landscaping and urban art around urban centres (R55 of Element 6). R24 of Element 8 requires neighbourhood connector roads, where abutting a school, to include vertical elements such as trees to enclose the vehicle environment and reduce vehicle speeds. This is relevant for Fifty Road, where an existing mature trees should be investigated to be retained as part of the road upgrades.</p> <p>The City's assessment has identified locations in which the pedestrian environment should be enhanced by providing greater pedestrian connections across Nairn Drive and Fifty Road to improve connectivity between the school and neighbourhood centre.</p> <p>Fifty Road has an existing treed character and it will be beneficial to provide a substantial landscape to aid in recreating/preserving the sense of place of Fifty Road. A treed interface will also assist in creating a visual buffer, and visually break up the continuous residential built form.</p> <p>The City recommends that additional trees be identified for retention in the road reserve, where possible. Areas of Fifty Road, Nairn Drive and Eighty Road denuded of existing vegetation are required to introduce street trees.</p>	
<p>Recommendation 1:</p> <p>(i) Update the Structure Plan and associated appendices to include improvements to the pedestrian connections between focal points.</p> <p>(ii) Provide updates to the Landscape Management Plans in accordance with the City's comments.</p>	

4. Services
<p><u>Submission:</u></p> <p>(i) A police station is needed in the Baldvis locality to accommodate local residents.</p>
<p><u>Applicant's Response:</u></p> <p><i>Submission noted, although not relevant to the consideration of the proposed Structure Plan.</i></p>
<p><u>City's Comment:</u></p> <p>This is not a relevant planning consideration for the subject application. The provision of Emergency Services facilities are governed by the State Government.</p>
5. Density
<p><u>Submission:</u></p> <p>(i) The proposed lot sizes do not integrate with the established character of Baldvis</p>
<p><u>Applicant's Response:</u></p> <ol style="list-style-type: none"> <i>The proposed lot sizes are consistent with current market trends for the locality.</i> <i>The proposed lot sizes are also appropriate given the proximity of the proposed neighbourhood centre.</i>
<p><u>City's Comment:</u></p> <p>See the Comments section of the report under the topic <i>Residential Density</i>.</p>
6. Environment
<p><u>Submission:</u></p> <p>(i) Clearing of existing vegetation is adversely changing the character of the area.</p>
<p><u>Applicant's Response:</u></p> <ol style="list-style-type: none"> <i>The land is zoned for development.</i> <i>The land is identified in the Sub Regional Framework as suitable for urban development.</i>
<p><u>City's Comment:</u></p> <p>The application is an amendment to an existing approved Structure Plan. The proposed modifications marginally alter the footprint of which development will occur (POS 2 in the south east corner).</p> <p>The State Planning Framework requires areas having biodiversity/conservation value, to be retained within public open space or other designated reserve for the purpose of conservation. Liveable Neighbourhoods requires existing trees identified for retention to be located within future public open space or road reserves as a means of retaining landscape character and biodiversity values for potential habitat of local fauna.</p> <p>Given the extent of remnant vegetation over the site proposed to be cleared, particularly those trees suitable for foraging and/or nesting by the protected Black Cockatoos, it is recommended that the Structure Plan consider the retention of significant trees (trees with a diameter at breast height of >500mm) as well as suitable trees having a DBH less than the nominated 500mm, where located within planned road reserves and POS.</p>

6. Environment (cont...)
<p>Recommendation 2:</p> <p>Amend the Black Cockatoo Assessment Report by making the following changes:</p> <ul style="list-style-type: none"> (i) Update the vegetation/tree survey to include trees with a lesser sized Diameter at Breast Height in order to consider preservation of existing vegetation and improve visual character of the future housing estate. The survey should focus on areas designed for POS and road reserves. (ii) Update Figure 4 - Significant Trees to include the layout of the Structure Plan and include tree labels of each tree to be cross-referenced with Appendix 1 - Significant Tree Survey Results.
<p><u>Submission:</u></p> <ul style="list-style-type: none"> (ii) The application should be referred to the Commonwealth for an assessment of the whole site (Lots 1401 and 1402) under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>, for the following reasons: <ul style="list-style-type: none"> 1. There is concern regarding the loss of potential breeding and habitat trees for the protected black cockatoo species. 2. The site has been indicatively mapped as habitat for two Threatened Ecological Communities (TEC's) of the Swan Coastal Plain: <ul style="list-style-type: none"> (a) Banksia Woodlands; and (b) Tuart Woodlands and Forest. (iii) A flora and vegetation survey should be carried out over the extent which the Structure Plan applies (lot 1401 and lot 1402) to determine whether either of the TEC's are present, prior to finalisation of the Structure Plan Amendment.
<p><u>Applicant's Response:</u></p> <ul style="list-style-type: none"> 1. Noted. 2. The relevant surveys have been completed and referred to the relevant Commonwealth and State agencies. EPBC Ref: 2020/8620
<p><u>City's Comment:</u></p> <p>The area the subject of the amendment (Lot 1401 – west of Nairn Drive) has been assessed and referred to the Department of Environment and Sustainability for assessment (Now Department of Agriculture, water and the Environment), as referenced in the Structure Plan report and confirmed by the applicant in their response.</p> <p>The City's assessment has confirmed that portions of the site fall within the mapped boundaries of the <i>Banksia Woodlands of the Swan Coastal Plain</i> Threatened Ecological Communities (TEC) and the <i>Tuart Woodlands and Forest of the Swan Coastal Plain</i> TEC.</p> <p>The Flora and Vegetation Survey prepared in support of the Structure Plan amendment investigates Lot 1401 only. The Flora and Vegetation Survey should be amended to show survey results for the entire site, in order to determine the impact to TEC's and remnant vegetation east of the Nairn Drive reservation and referred to the Department of the Agriculture, Water and the Environment for an assessment under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>.</p>
<p>Recommendation 3:</p> <p>Amend the Flora and Vegetation Survey to include survey results for the entire Structure Plan site (include Lot 1402 Fifty Road), in order to determine the impacts to TEC's and remnant vegetation, east of the Nairn Drive reservation.</p>

b. Consultation with Government Agencies

As part of the advertising process, relevant government agencies and servicing authorities were notified of the proposal in writing and invited to comment pursuant to Schedule 2, Part 4, Clause 18(1)(b) of the Regulations. In this regard, the City invited comments from the following agencies:

- ATCO Gas Australia
- Department of Biodiversity, Conservation and Attractions
- Department of Education
- Department of Planning, Lands and Heritage
- Department of Fire and Emergency Services
- Department of Transport
- Department of Water and Environmental Regulations
- Public Transport Authority
- Main Roads Western Australia
- Telstra
- Water Corporation
- Western Power

Following the close of the advertising period, the City received nine submissions from State Agencies and Service Authorities. A full copy of the all submissions received during the advertising period is set out in the Schedule of Submissions contained within the attachment to this Report.

The submissions that raised matters for consideration are outlined as follows:

1. Department of Transport	
<u>Submission:</u>	
(i)	Nairn Drive is reserved as an Other Regional Road (OOR) in the Metropolitan Region Scheme (MRS). It is therefore recommended that this Structure Plan is also referred to the Department of Planning, Lands and Heritage for comment regarding the form, function and access to, from and across Nairn Road.
<u>Applicant's Response:</u>	
Noted.	
<u>City's Comment:</u>	
The application was referred to the Department of Planning, Lands and Heritage for comment and assessment. No submission was received. The Department of Planning, Lands and Heritage will need to consider these matters when finalising its assessment.	
<u>Submission:</u>	
(ii)	Recently, the City of Rockingham Council endorsed the Long-Term Cycling Network (LTCN). It is recommended that the submitted documents are updated to take into consideration the endorsed LTCN: The LTCN identifies Fifty Road and Eighty Road as Secondary Routes. Nairn Drive is identified as a Local Route. Although Nairn Road is currently only identified as a Local Route within the LTCN's functional hierarchy, given that Nairn Road is reserved as an OOR, the future development of Nairn Road must accommodate bicycle infrastructure that appropriately responds to the road environment and provides a safe environment for all road users.

1. Department of Transport (cont...)
<p><u>Applicant's Response:</u> <i>Noted.</i></p>
<p><u>City's Comment:</u> Noted. It is recommended that the Structure Plan documentation be updated to ensure consistency with its Long-Term Cycle network, as per the Department of Transport's comments.</p>
<p>Recommendation 4: Update the Structure Plan Report and Traffic Impact Assessment be modified to reflect the outcomes from the City's Long-Term Cycling Network.</p>
<p><u>Submission:</u> (iii) The Transport Impact Assessment notes that traffic volumes along the Main Street require on-street cycle lanes between Nairn Drive and the internal north-south road. Unprotected (painted) bike lanes are not supported by the Department of Transport and should be physically protected or separated from vehicular traffic.</p>
<p><u>Applicant's Response:</u> <i>Noted.</i></p>
<p><u>City's Comment:</u> Agreed. The main-street should be widened to 24.4m to facilitate a Neighbourhood Connector profile, providing sufficient separation for dedicated cycle lanes.</p>
<p>Recommendation 5: The "main street" be widened to 24.4m to accommodate a Neighbourhood Connector A profile.</p>
<p><u>Submission:</u> (iv) The Structure Plan references Shared Use Paths, Local Footpaths and Pedestrian Paths. Whilst it is acknowledged bicycles are permitted to ride on all paths (effectively meaning they are all 'shared' in some capacity), the difference between, and dimensions of, these paths should be detailed in the Structure Plan Part 1 document. Shared paths identified within the LTCN should be provided for in accordance with DoT's Shared Path Guidelines.</p>
<p><u>Applicant's Response:</u> <i>Noted.</i></p>
<p><u>City's Comment:</u> Noted and agreed. Updates to the Traffic Impact Assessment are required with modifications requiring updates to section 5.4 Movement Network, of Part 1 Report to include reference to the provision of shared paths and the widths for the various paths within the Structure Plan.</p>
<p>Recommendation 6: Update section 5.4 Movement Network, of Part 1 - Implementation Report by <ul style="list-style-type: none"> - including reference for the provision of shared paths to be provided in accordance with the Department of Transport's Shared Path Guidelines; - specify the widths for the various paths (Local Path and Shared Use Path). </p>

1. Department of Transport (cont...)
<p><u>Submission:</u></p> <p>(v) To promote a balanced transport outcome, it is important to provide and maintain good connectivity between the future local public transport, path network and cycling facilities. DoT recommends safe, legible and accessible paths and crossing facilities are provided for the Structure Plan area to provide connectivity between the residential land, commercial land and the adjacent primary school immediately north of the subject Structure Plan area.</p>
<p><u>Applicant's Response:</u></p> <p><i>Noted.</i></p>
<p><u>City's Comment:</u></p> <p><i>Noted.</i></p>
<p><u>Submission:</u></p> <p>(vi) Safe and direct crossing opportunities to encourage active transport across and along Nairn Drive as well as between the subject Structure Plan and the Primary School north of Fifty Road should also be demonstrated.</p> <p>(vii) Infrastructure provision and connectivity to the nearby school is important to encourage an alternative mode of transport to the school.</p>
<p><u>Applicant's Response:</u></p> <p><i>Noted.</i></p>
<p><u>City's Comment:</u></p> <p><i>Noted.</i> The City's assessment has identified the need for pedestrian crossings to be identified in appropriate locations to improve connectivity between the school site to the north of Fifty Road and the future neighbourhood centre to the east of Nairn Drive. Updates to the Structure Plan and associated appendices are required.</p> <p>Refer to Recommendation 1.</p>
<p><u>Submission:</u></p> <p>(viii) Paths should also be available on both sides of the road abutting the commercial zoned land.</p>
<p><u>Applicant's Response:</u></p> <p><i>Noted.</i></p>
<p><u>City's Comment:</u></p> <p><i>Noted and agreed.</i> The City's technical assessment has identified a number of locations where additional pedestrian/cycle path connections are required. These modifications will be provided to the Western Australian Planning Commission as part of the City's schedule of modifications.</p>
<p><u>Submission:</u></p> <p>(ix) A path should also be provided on at least one side of the north-south 14.2m road directly abutting the Pedestrian Access Way (PAW) to offer connectivity.</p>
<p><u>Applicant's Response:</u></p> <p><i>Noted.</i></p>

1. Department of Transport (cont...)
<p><u>City's Comment:</u></p> <p>The City's assessment has identified various locations where pathways should be connected to the greater network and has been included in the schedule of modifications.</p>
<p>Recommendation 7:</p> <p>Amend the Structure Plan map to reflect a Local path along the north-south 14.2m road connection adjacent to the Public Access Way.</p>
2. Department of Biodiversity, Conservation and Attractions
<p><u>Submission:</u></p> <p>(i) No information on the environmental values of the site has been provided with the application for the department to review.</p> <p>The Department previously provided comment on the draft Local Structure for Lot 311 to the City of Rockingham in 2012, which recommended that a Flora and Vegetation Survey consistent with Environmental Protection Authority guidelines be undertaken, and</p> <p>Advised that the vegetation supports feeding habitat for the threatened Carnaby's Black cockatoo and possibly contains nesting habitat. A known Carnaby roosting site is located 1.5km from the site. Proposals likely to have a significant impact on Carnaby's cockatoo habitat area required to be referred to the Commonwealth Department of Environment and Energy.</p> <p>(ii) The proposed development will result in the clearing of Banksia Woodlands on the Swan Coastal Plain TEC which is listed as Endangered under the Federal Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999).</p> <p>The proposal may result in the loss of habitat for threatened black cockatoo species. Carnaby's Black Cockatoo, Baudin's Black Cockatoo, and the Forest Red-tailed Black Cockatoo are listed as 'Endangered' and 'Vulnerable' respectively under the EPBC Act 1999.</p> <p>These species are also listed as 'Specially Protected' under the Western Australian Biodiversity Conservation Act 2016. The proposal should be discussed with the Federal Department of Agriculture, Water and the Environment to determine requirements for referral of the proposal under the EPBC Act.</p>
<p><u>Applicant's Response:</u></p> <ol style="list-style-type: none"> <i>The relevant surveys were included in the submission package.</i> <i>The Structure Plan has been referred to the Department of Biodiversity, Conservation and Attractions.</i>
<p><u>City's Comment:</u></p> <p>Noted. A Flora and Vegetation survey should be carried out over Lot 1402 Fifty Road, with the results included within the Structure Plan, as per Recommendation No.4.</p>
3. Department of Water and Environmental Regulation
<p><u>Submission:</u></p> <p>(i) It is recommended the local water management strategy is revised in accordance with the attached comments, and any advice from the City of Rockingham, and resubmitted to both agencies for endorsement prior to the adoption of the local Structure Plan.</p>

3. Department of Water and Environmental Regulation (cont...)			
No.	Page	Section	Rev 1 - DWER Comments
1	9	Section: 4.1.3 - LSP Internal Access Roads and Laneways Management	Section should confirm that amended soil filter media with a Phosphorous Retention Index of at least 10 will be used at swales and biofiltration basins.
2	11	Section 4.3 - 10% AEP Storm Management – Commercial Lots	Please provide indicative location and sizing of required stormwater management infrastructure within commercial area.
3	12	Section: 4.5.1. - Nairn Drive Services Corridor	Use of either roadside swales or median swale along Nairn Drive should be resolved within this LWMS.
4	17	Section: 6.4 - Matters to be addressed in Urban Water Management Plan	Section should include development of groundwater monitoring trigger values and contingency plan for post-development monitoring.
5	Appendix 12: Landscape Plans		Please provide conceptual Top Water Levels for critical events, conceptual inverts, depth to maximum groundwater levels and use of amended soils within all cross-sections.
<p><u>Applicant's Response:</u></p> <p><i>Noted.</i></p>			
<p><u>City's Comment:</u></p> <p>The submission is noted.</p> <p>The City's assessment has identified additional information which is required to be provided to determine compliance with the City's Planning Framework. The modifications include:</p> <ol style="list-style-type: none"> 1. The 10% AEP catchment analysis to determine volume and area requirements for each POS. This will allow an assessment of POS areas in comparison to <i>Policy 3.4.1 – Public Open Space</i>. 2. Update the Conceptual Sections and Details under Appendix 15 by removing the verge bioretention areas from the Eighty Rd cross-sections. <p>Additionally, ongoing dialogue has been occurring between the City and the Engineering Consultants regarding changes required to the LWMS.</p> <p>As the changes proposed by the Department of Water and Environment Regulations will not have any impact on the overall land use allocations of the Structure Plan, the details will be referred to the WAPC for consideration to be included in the Local Water Management Strategy.</p>			

3. Department of Water and Environmental Regulation (cont...)

Recommendation 8:

Amend the Local Water Management Strategy to reflect the comments received from the Department of Water and Environmental Regulation.

4. Department of Fire and Emergency Services

Submission:

(i) Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map

Issue	Assessment	Action
Vegetation Classification	Plot 12 & 13 The BMP assumes the undeveloped areas within the adjoining lot will be maintained as low threat vegetation as per AS3959. However, no evidence is provided to justify the vegetation exclusion. DFES requests the decision maker give further consideration to the vegetation classification at subsequent planning stage(s) and withhold further development on any lots unable to achieve BAL-29 or lower.	Modification required at subsequent planning stages.
BAL Contour Map	The BAL Contours depicted in Figure 5 of the BMP relating to Plots 6, 8 & 9, south-west of the subject site indicate temporary BAL contours which are reliant upon development outside of the lot boundaries. As the assumptions regarding classification and future exclusion of vegetation cannot be confirmed at this stage, DFES requests the decision maker give further consideration to the 'temporary hazards' at subsequent planning stage(s) and withhold further development on any lots unable to achieve BAL-29 or lower.	Modification required at subsequent planning stages.

(ii) Policy Measure 6.3 c) Compliance with the bushfire protection criteria

Issue	Assessment	Action
Location	A1.1 & A2.1 – not demonstrated	Modification required at subsequent planning stages.
Siting and Design	The BAL ratings cannot be validated, as the modifications required as per the above table.	

(iii) Recommendation – supported subject to modifications

At the Structure Planning stage, consideration should be given to the intensification of land use and how this relates to identified bushfire hazards. DFES is satisfied that the bushfire management plan has adequately identified the bushfire risk and considered how compliance with the bushfire protection criteria can be achieved at subsequent planning stages.

Notwithstanding the above, modifications as indicated in the above table(s) to the BMP are required prior to subsequent planning stages to ensure compliance with the bushfire protection criteria. As these modifications are minor in nature and will not affect the Structure Plan, these modifications should be undertaken to support subsequent stages of the planning process (subdivision and development applications).

Applicant's Response:

Noted.

City's Comment:

The submission is noted.

Assessment of the Bushfire Management Plan has identified a number of modifications pertaining to retention of vegetation and bushfire threat from vegetation classifications within public open space and adjoining properties. Subsequently, updates to the BAL contour plan is required to address the threat level from the proposed changes to the landscape classification.

4. Department of Fire and Emergency Services (cont...)
<p>Recommendation 9: Make the following modifications to the Bushfire Management Plan:</p> <ul style="list-style-type: none"> (i) Update BAL assessment to reflect POS sites as being classified Bushfire Prone Areas (ii) Update the Post development vegetation classification for the Poultry Farm currently under Plot 13 to 'Grassland' (iii) Update section A3.1 of Table 4 to include the following wording: <i>"Subdivision and development of each stage will only occur when it can be demonstrated that two way access is available to each individual stage."</i> (iv) Section 5.1.2 of the BMP be updated to remove assumption that future POS will be designed and maintained to achieve low threat fuel levels. (v) Update section 5.1.4 to address the high-risk land use of a service station proposed within the neighbourhood centre.
5. Main Roads WA
<p>Submission:</p> <ul style="list-style-type: none"> (i) The final paragraph of section 3.4.1 is to be amended to read "<i>The intersection of Nairn Drive and Fifty Road at the northern boundary of the subject site is to be upgraded in the longer term. In the interim, the intersection will be controlled by a stop sign, with Nairn Drive as the priority road.</i>" (ii) Paragraph 3 of section 3.4.2 is to be amended to read "A 'main street' with a reserve width of 20 metres (including embayed parking and a median) is proposed between the two commercial cells. This road is proposed to provide a direct connection to Nairn Drive through the neighbourhood centre, with the intersection control to be determined." <p>Advice Notes:</p> <ul style="list-style-type: none"> (i) Further to the above required changes, Main Roads is unable to provide support for intersection controls at this stage, the Structure Plan must reflect that these outcomes are subject to further review. (ii) Any interim design measures, such as Stop Control, shall only be applied where sight distances are limited from the minor road. Sight distance must be assessed to understand if either Stop or Give-way control is needed. (iii) The City is advised that local traffic treatments, and intersection controls, will require further approval from Main Roads under the Road Traffic Code 2000.
<p><u>Applicant's Response:</u> Noted.</p>
<p><u>City's Comment:</u> Noted. Advice will be considered for inclusion into the City's Schedule of Modifications to the Structure Plan.</p>

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for future generations*

Strategic Objective: *Responsive planning and control of land use: plan and control the use of land to meet the needs of the growing population, with consideration of future generations.*

d. Policy

Regional Planning Framework

- Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon ('Directions 2031')
- South Metropolitan and Peel Sub-Regional Planning Framework (2018)
- Liveable Neighbourhoods (2009)
- State Planning Policy 3.0 - Urban Growth and Settlement
- State Planning Policy 3.7 - Planning in Bushfire Prone Areas
- State Planning Policy 4.2 - Activity Centres for Perth and Peel
- State Planning Policy 7.0 - Design of the Built Environment
- Draft State Planning Policy 7.2 - Precinct Design
- Draft State Planning Policy 4.2 - Activity Centres and Implementation Guidelines
- Development Control Policy 2.3 - Public Open Space in Residential Areas
- Development Control Policy 2.4 - School Sites

Local Planning Framework

- Coastal Hazard Risk Management and Adaptation Plan (2019)
- Planning Policy 3.1.2 - Local Commercial Strategy
- Planning Policy 3.3.22 - Medium-Density Single House Development Standards – Development Zones
- Planning Policy 3.4.1 - Public Open Space
- Planning Policy 3.4.3 - Urban Water Management

These policies are identified where relevant to discussion of the key issues identified in the Comment section.

e. Financial

Nil

f. Legal and Statutory

Planning and Development (Local Planning Schemes) Regulations (2015)

In accordance with Clause 19(1) of the Regulations, the local government:

- (a) must consider all submissions made to the local government within the period specified in a notice advertising the Structure Plan; and
- (b) may consider submissions made to the local government after that time; and
- (c) may request further information from a person who prepared the Structure Plan; and
- (d) may advertise any modifications proposed to the Structure Plan to address issues raised in submissions.

Determination of a Structure Plan ultimately rests with the WAPC. In accordance with Clause 20 of the Regulations, the local government must perform the following actions:

- (1) The local government must prepare a report on the proposed Structure Plan and provide it to the WAPC no later than 60 days after the day that is the latest of:
 - (a) the last day for making submissions specified in a notice given or published under clause 18(2); or
 - (b) the last day for making submissions after a proposed modification of the Structure Plan is advertised under clause 19(2); or
 - (c) a day agreed by the Commission.
- (2) The report on the proposed Structure Plan must include the following:
 - (a) a list of the submissions considered by the local government, including, if relevant, any submissions received on a proposed modification to the Structure Plan advertised under clause 19(2);
 - (b) any comments by the local government in respect of those submissions;

- (c) a schedule of any proposed modifications to address issues raised in the submissions;
- (d) the local government's assessment of the proposal based on appropriate planning principles; and
- (e) a recommendation by the local government on whether the proposed Structure Plan should be approved by the WAPC, including a recommendation on any proposed modifications.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety : Medium, High and Extreme Risks

Nil

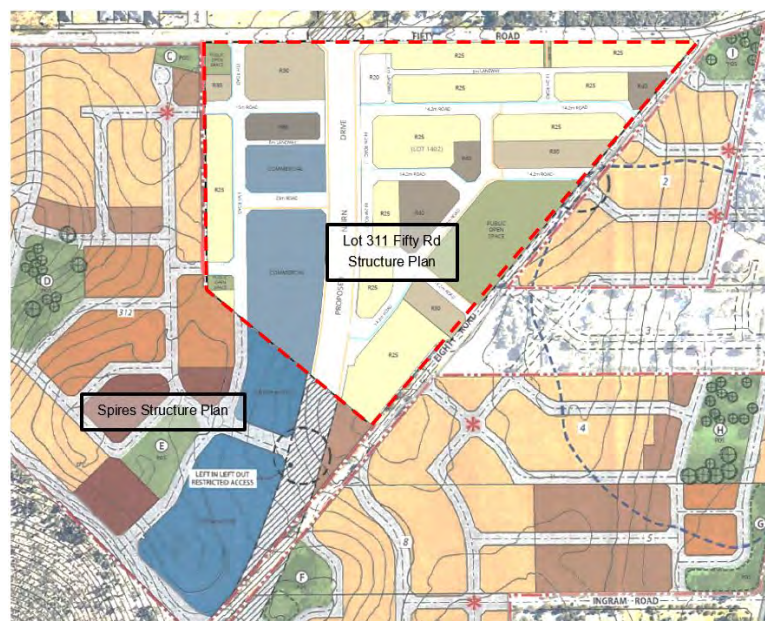
Comments

The Comments section provides the City's technical assessment in relation to key matters associated with the proposed Structure Plan.

Neighbourhood Centre

A Neighbourhood Centre has been planned as part of the Spires Phase 2 Structure Plan which will facilitate between 7,000m² to 10,000m² of retail floor space (RFS). The Structure Plan amendment proposes to introduce an additional 4,000m² RFS, creating a neighbourhood centre with an overall retail floor area of 11,000m² to 14,000m². The proposed expansion has indicated development of the following uses:

- Supermarket;
- Specialty shops;
- Fast food outlets;
- Childcare centre;
- Medical centre,
- Service station,
- Bulky goods/showrooms and
- Other non-retail commercial uses.



8. Precinct Plan

Neighbourhood Centre (cont...)

Potential impacts on Other Planned/Existing Commercial Centres

The proposal seeks to expand the commercial retail floor space of the planned 'Baldivis North' Neighbourhood Centre to an expected total of 11,000-14,000m² of retail floor space. The City's Local Commercial Strategy suggests the typical floorspace provision for neighbourhood centres is between 4,500m² to 10,000m², designed to facilitate weekly and convenience services. The submitted Retail Sustainability Assessment claims that a second supermarket would be feasible by 2026, with negative impacts on surrounding retailers diminishing around 2031, arguing the impacts are sustainable based on the significant population growth forecast for Baldivis.

The City engaged economic consultant, Macroplan, to provide expert retail sustainability advice on the proposed expansion to the Baldivis North Neighbourhood Centre. Macroplan specialises in retail and economic analysis and assisted the City to prepare updates to its Local Commercial Strategy in 2012.

Second Supermarket

Advice received from Macroplan suggests that the provision of a second supermarket will have a negative impact on the surrounding commercial centres.

Macroplan's assessment forecasts a decline in revenue by up to 6.7% (Baldivis Town Centre) to 8.6% (Spudshed Baldivis), if a second supermarket is developed in 2031, let alone 2026, as the application claims. The impact on net overseas migration levels due to COVID-19 and its lasting impacts on future population growth rates, has a strong influence on this assumption, given more recent data/population forecasts being released, compared with the submitted Retail Sustainability Assessment. If the two supermarkets are developed prior to 2031, it will significantly impact the existing and proposed shopping centres in the area.

The draft Implementation Guidelines for State Planning Policy 4.2 Activity Centres states that an impact in turnover from 5.1% to 9.99% is considered to be moderate. Proposals having a moderate impact are required to demonstrate how the development will deliver net community benefit and support the objectives of SPP4.2. Net community benefit include proposals which contribute to an increase/diversifying employment to the local economy; provide new or improve on existing services that could improve quality of life for community members; contribute to a sustainable urban environment; provide needed or improvements on existing infrastructure; or contribute towards the creation of equitable communities.

The submitted RSA fails to demonstrate a clear demand for the additional floorspace and how this demand will be met, including how the overall community will benefit from the proposal.

SPP4.2 suggests activity centres should support a diversity of employment opportunities, services and activities by providing diversity of non-residential land uses within an activity centre in addition to shop/retail uses, to prevent a predominantly single-purpose centre.

The approved Baldivis North Neighbourhood Centre is designed to accommodate 7,000m² to 10,000m² of lettable area. A recently submitted Local Development Plan confirms the neighbourhood centre will accommodate the following land uses:

- Convenience store, associated with a service station;
- Supermarket;
- Food and beverage and other retail tenancies;
- Tavern; and
- Child Care Premises
- Unknown non-retail floorspace, suitable for supporting consulting or office space.

Liveable Neighbourhoods suggests that large neighbourhood centres (6,000m² -10,000m²) generally deplete the potential for strong district centres and reduce the potential for smaller neighbourhood centre to survive nearby, which may result in extensive residential areas with no local retail. Nonetheless, activity centres are encouraged to be developed as main-street mixed use centres under liveable neighbourhoods, which have the anchor stores opening onto the main street and support pedestrian flows past the smaller specialty shops. A key factor for potentially successful neighbourhood centres identified under Liveable Neighbourhoods is that there is a slight under-provision (rather than over-provision) of retail floor space, in order to maximise vitality and to minimise under-trading.

Neighbourhood Centre (cont...)

Bulky Goods/Showroom Uses

In determining the appropriateness of bulky goods retail space, Macroplan advised that the RSA does not completely consider the implications to the activity centre hierarchy, particularly if significant floorspace (4,000m²) for bulky goods is provided at the North Baldivis NC. Currently, the Baldivis Town Centre is the only large format retail precinct in the area, which is appropriate for a District Centre. SPP4.2 – Activity Centres states, bulky goods retailing is unsuited to the walkable catchment due to the inefficiencies in land use and nature of such uses to support pedestrian friendly urban environments. It is considered that the provision for a substantial bulky goods/showroom retail development would have significant impacts on the viability of the Baldivis Town Centre, as it would directly compete with the level of service provided.

The draft SPP4.2 implementation guidelines and Liveable Neighbourhoods suggests bulky goods retail be located along regional road and public transport networks.

The proposed neighbourhood centre expansion is adjacent to Nairn Drive, an Other Regional Road Reservation, which will have an estimated 25,000 vehicle movements, SPP4.2 states that lower intensity uses (showrooms) should be located outside the core of activity centres. The proposed expansion arrangements will elongate the centre along Nairn Drive, away from the core of the activity centre.

In designing for the bulky goods retailers, emphasis should be made on creating a comfortable walkable environment for all users and not prohibit future redevelopment of the precinct for transitioning other uses over time.

In the event the WAPC wish to support the Structure Plan amendment, the City recommends a limit be put on the provision for bulky goods retail to just one to two outlets, up to a maximum of 1,000m² RFS. Development of such uses should comply with the principles contained under Liveable Neighbourhoods which suggests large format stores integrate with neighbourhood centres by including:

- Stores that front to streets and sleeve most parking in behind;
- Stores that use rows of long, narrow store formats rather than stand-alone square buildings;
- Stores arranged as urban squares; and
- Stores that provide smaller-scale liner buildings and uses along otherwise blank walls facing streets;

Urban Form

Preliminary draft designs of the Neighbourhood Centre within the Spires Estate focuses its built form around the intersection of Pantheon Road (east west) and the future Main-Street (north south). A car park and associated landscaping is proposed along the shared boundary of the subject Structure Plan.

The proposed expansion of the Baldivis North Neighbourhood Centre will result in an elongated centre, stretching approximately 0.5km from end to end, which proposes to essentially duplicate the level of service already proposed under the Spires development. From a convenience perspective, it is not ideal to have the retail/commercial facilities stretching along Nairn Drive for a considerable distance in the local area. Liveable Neighbourhoods states that the core of a typical retail main street will be only 200-400 metres long, often transitioning into lower rent businesses on the edges of the centre. Section 6.3.1(4) of SPP4.2 states that unduly elongated centre form is not supported and ribbon commercial development should be discouraged to avoid adverse impacts on the safe and efficient flow of traffic on major through traffic routes. For this reason, the Structure Plan amendment should not be supported in its current form.

In order to round out the planned neighbourhood centre, it is considered appropriate to allow some complimentary, transitional uses within Lot 311. This excludes the provision for a second supermarket, whilst permitting a maximum retail floor space of 1,500m², inclusive of the area allocated for bulky goods/showrooms. An area of approximately 0.6ha of commercial zoned land is recommended in order to support the expansion to the Baldivis North Neighbourhood Centre, as illustrated in Figure 9 below.

Neighbourhood Centre (cont...)

As demonstrated by the release of State Planning Policy 7.0 Design of the Built Environment (SPP7.0), good design is a key pillar of the State's planning framework. SPP4.2 encourages activity centres to be developed around a legible street network and quality public spaces. The proposed Structure Plan will need to demonstrate that the commercial precinct is consistent with SPP7.0 and SPP4.2 by demonstrating the developments functionality and legibility in the context of the broader centre and surrounding land uses.

It is recommended the Structure Plan report include relevant criteria to be addressed through the preparation of a Local Development Plan to guide an appropriate built form outcome for the neighbourhood centre. The LDP must also demonstrate how commercial development will integrate with the broader centre to the south. For instance, the following matters must be addressed within an LDP:

- Built form in respect of bulk, height, scale and architectural expression;
- Interface and relationship with the public realm;
- Landscaping;
- Tree retention;
- Access; and
- Car parking.

Recommendation 10:

- (i) **Structure Plan map being updated to reflect an area of 0.6ha (approximately) as commercial.**
- (ii) **The Structure Plan report be updated which limits the net lettable area at 1,500m², of which up to two bulky goods / showroom retail outlets are permitted to a maximum of 1,000m².**
- (iii) **Update Part 1 and Part 2 of the Structure Plan report by introducing criteria for the preparation of a Local Development Plan for the commercial centre to guide built form outcomes. The Local Development Plan must be guided by the 'Urban Form' requirements of SPP 4.2 – Activity Centre for Perth and Peel and the '10 Design Principles' of SPP 7.0 – Design of the Built Environment. The LDP must address:**
 - **Built form in respect of bulk, height, scale and architectural expression;**
 - **Interface and relationship with the public realm;**
 - **Landscaping;**
 - **Tree retention;**
 - **Access; and**
 - **Car parking.**

Residential Density

The Structure Plan amendment proposes the following changes to the residential density, resulting in an increase to the lot yield from 190 to 221:

- Increase the base density across the Structure Plan from R20 (Avg. 450m² lot size) to an R25 (Avg. 350m² lot size) density;
- Reduced the overall application of R40 (Avg. 220m² lot size);
- Minor redistribution of R30 (Avg. 300m² lot size) and R40 (Avg. 220m² lot size); and
- Introduced an R60 (Avg. 150m² lot size) density within and adjacent to the commercial zone, to the north.

General Comments

The densities proposed are consistent with the densities approved for the adjoining Spires Structure Plan, with a notable increase in the base density from the R20 designation to R25. Overall, the proposed Structure Plan Amendment has the potential to deliver an approximate density of 31 dwellings per residential site hectare or 16 dwellings per gross urban hectare, which is compliant with the State's density targets of 22 and 15 dwellings, respectively.

Residential Density (cont...)

The balance of the proposed densities are consistent with the approved Structure Plan with only minor variation to pockets of R30 and R40 on the eastern side of Nairn Drive.

The R40 density in the north western corner has been amended to R30, with an R60 density introduced to the north of the Neighbourhood Centre Expansion. Notably, the Neighbourhood Centre Expansion indicates an R60 density is applied, which will be subject to the preparation of a Local Development Plan for designation of residential development within the commercial zone.

Lots are generally orientated in a north-south or east-west arrangement, with non-regular shaped blocks of density presumably developed as grouped housing sites.

The Structure Plan identifies provisions for the preparation of a Local Development Plan (LDP) within the Residential zone. The City has recommended that a number of provisions be modified to align with the WAPC's LDP Framework, for instance the attributes for which an LDP is required.

Liveable Neighbourhoods Guidelines encourages a variety of medium density housing to be provided in an around activity centres, to support localised retail activity. As stated above, the objectives of State Planning Policy 4.2 – Activity Centres for Perth and Peel also states:

"Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities."

The lot sizes proposed by the Structure Plan amendment are consistent with the planning framework and are located in areas of amenity (proximity to public open space, retail services and public transport).

Coupled with the modifications to reduce the neighbourhood centre expansion to an area of approximately 0.6ha, it is recommended the Structure Plan be modified to apply higher densities of R40 and R60 to the north of the commercial zone to support the viability of the neighbourhood centre, whilst reverting back to the road network as per the endorsed Structure Plan (refer to Figure 9 below).



9. Proposed Modifications

Residential Density (cont...)

Recommendation 11:

- (i) **Make the following changes to the site attributes for section 4.3 of Part 1 Report:**
 - (a) **Remove the following attributes:**
 - (i) **Lots with an area of 260 square metres or less;**
 - (ii) **Lots with a BAL rating of 12.5 or greater**
 - (iii) **Lots subject to a notification on title**
 - (b) **Include the following attributes**
 - (i) **Grouped housing sites**
- (ii) **Amend the Structure Plan Map by make the following changes:**
 - (a) **Amend the movement network, west of Nairn Drive, to revert back to that of the endorsed Structure Plan.**
 - (b) **Reduce the commercial land use to just 0.6ha (approx.);**
 - (c) **Replace the excess commercial zone with Residential R60 and R40 densities.**

Public Open Space (POS)

The Structure Plan Amendment proposes to provide an approximate 11.24% of the subdivisible area towards credible POS. The POS is provided across three sites; two local parks (963.8m² and 484.5m²) and a neighbourhood park (11,543.5m²).

Both the two local parks are located along the western boundary in the north and south corners, respectively. Objective 1 of Liveable Neighbourhoods states:

"To ensure that public open space of appropriate quality and quantity is provided in a timely manner to contribute towards the recreational and social needs of the community in appropriate locations."

The City's Planning Policy 3.4.1 Public Open Space (PP3.4.1) imposes a minimum area for which POS should be provided, being 2,000m², unless it can satisfy the intent of the Policy's design criteria. In the case of the south western POS, it is considered that the design criteria according to section 4.4.3, has not been satisfied, which states:

"Accessibility and usability of the POS is not compromised and that visual surveillance of the POS from adjoining development and visitor parking is addressed."

The POS schedule does not accurately reflect the provision of POS and associated drainage, as evident when viewed against the LWMS making it difficult to accurately assess the provision of POS. It is recommended documentation be updated to clearly reflect the stormwater detention areas for the 1:1 year, 1:5 year and 1:10 year events and represented on an appropriate plan, as well as correctly calculate and represent POS/drainage figures in the POS Schedule for each reserve.

Southern Local Park (POS 2)

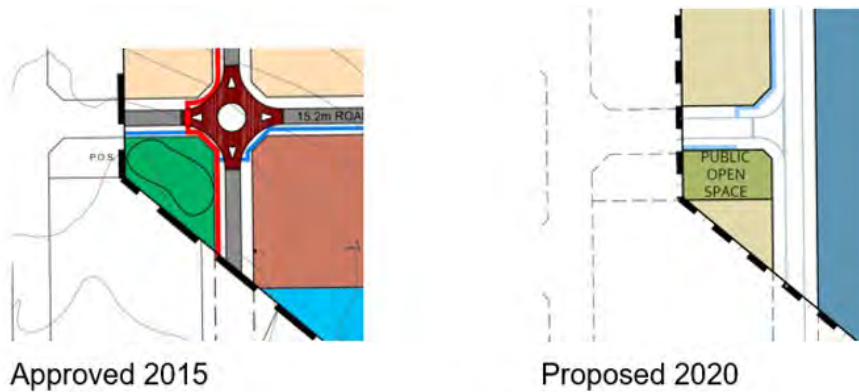
POS 2 will be bordered by residential development on two boundaries, limiting the accessibility and usability of the POS. Given the irregular shape of the property, there is a proposal to facilitate a land exchange with the adjoining owner (Spires Estate Developer) for the residential component, however, the Structure Plan has provided no explanation on how the land exchange will be undertaken. Notably, the adjoining estate has an approved subdivision for residential lots where abutting the subject boundary. Refer Figure 11 below.

The subject site is heavily vegetated, with a number of significant trees suitable for Carnaby Black Cockatoo habitat, as identified in PGV Environmental's Black Cockatoo Assessment. The proposal to reduce the area of the POS is not justified in the context it requires the clearing of two significant trees, which one contains evidence of foraging. The current and proposed design of the Structure Plan already prevents the opportunity to retain larger clusters of significant trees, therefore it is recommended the current land use arrangement in the south west corner be amended to reflect the approved Structure Plan (2015) with the objective to preserve the significant Marri Trees, as reflected in Figure 12.

Public Open Space (POS) (cont...)



10. Spires Estate Approved Subdivision Lot Layout



11. Structure Plan Comparison of POS 2



12. POS 2 Significant Tree Location

POS 2 is located directly adjacent to the proposed commercial centre expansion. It is recommended this POS functions as an Urban/Civic Park as the size of the reserve is limited and currently constrained with drainage. As such, an alternative method of stormwater treatment should be considered to lessen the area required for stormwater detention (i.e. amphitheatre style retaining walls). The level of treatment and provisions of infrastructure should be determined to an extent through the design of an LDP for the commercial centre expansion.

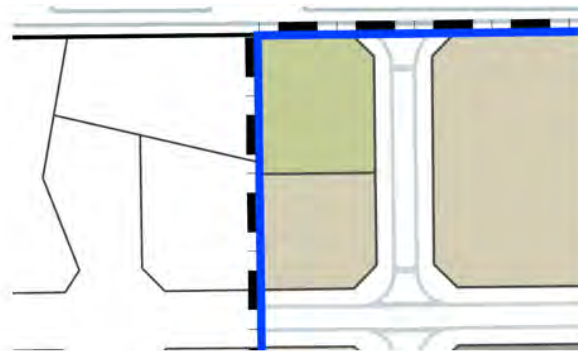
Northern Local Park (POS 1)

POS 1 forms part of a greater POS reserve with that approved under the Spires Structure Plan, contributing towards a total area of 2,263.8m². Notably, the adjoining POS of the Spires Estate is designed to serve a drainage function, and achieves no credits towards usable POS. The proposed POS 1 also proposes to serve a significant drainage function, proposing approximately 41.5% of the proposed park as restricted area.

Public Open Space (POS) (cont...)

Section 4.7.3 of PP3.4.1, permits up to a maximum of 25% of the site area to be covered by any body of water at a frequency of inundation of 1 in 10 years. The submitted LWMS has not demonstrated the impact of the 1 in 10 year stormwater event or provided any data associated with the 1 in 10 year volumes. As the POS adjoins an existing POS reserve, it is recommended that both reserves be designed as a whole, to integrate the drainage infrastructure and detention basins in a coordinated approach to minimise the area impacted.

The proposed Structure Plan design extends the southern boundary beyond the boundary of the adjoining Spires POS. It is recommended the boundary of the reserve be amended to align with the southern boundary of the Spires POS to manage the interface of land uses with the adjoining development.



13. POS 1 Boundary Alignment

Central Neighbourhood Park

Landscape Concept Plans include cross sections of the neighbourhood park, which illustrate a 'Roadside Bio retention Basin' within the verge area of Eighty Road. As this has not been considered under the LWMS or any other landscape concept, the City recommends that cross-section 'D' be amended to remove the bio-retention basin and reflect any grass slopes within the POS to be a minimum grade of 1:6 for efficient and safe maintenance operations.

Bushfire Attack Level Ratings

The Bushfire Attack Level Contours of the Bushfire Management Plan (BMP) have not considered any retention of existing vegetation proposed within the POS area, as is reflected under the Landscape Concept Plan. The City recommends the BMP be updated to include the proposed landscape concepts for POS, demonstrating the impact it will have on the BAL levels for adjoining lots. Changes should also reflect that the City will not be responsible for maintaining the POS to a low threat standard, with BAL ratings reflective of the City's position.

Black Cockatoo Assessment and Flora and Vegetation Report

The Flora and Vegetation survey, prepared by PGV Environmental (Nov, 2019), was only carried out over Lot 1401 of the Structure Plan (west of Nairn Drive Reservation). Portions of the site fall within the mapped boundaries off the *Banksia Woodlands of the Swan Coastal Plain* Threatened Ecological Community (TEC) and the *Tuart Woodlands and Forest of the Swan Coastal Plain* TEC. It is for this reason, the City recommends that a flora and vegetation survey be carried out over the whole of the Structure Plan site and referred to the Department of Agriculture, Water and the Environment for an assessment under the Environment Protection and Biodiversity Conservation Act 1999.

Notably, the vegetation/tree survey undertaken as part of the Black Cockatoo Assessment Report only identifies significant trees, focusing on trees that have a Diameter at Breast Height (DBH) of 500mm or greater. In order to consider preservation of existing vegetation and improve visual character of the estate, the City recommends that as part of further vegetation/tree survey over the whole of the Structure Plan area, trees with a lesser size at DBH be identified, particularly within areas designed for POS and Road Reserve.

Public Open Space (POS) (cont...)

Street Trees

The City recommends that the Structure Plan, through updates to cross sections and Landscape Concept Plans, demonstrate how existing trees can be retained along road reserves, either through increased lot setbacks, median treatments and/or verge space. A range of modifications have been included within the schedule of modifications to the WAPC for its consideration.

Recommendation 12:

- (i) **Amend the southern boundary of POS 1 (north west local park) to align with the boundary of the POS reserve in the Spires Estate.**
- (ii) **Amend the land uses in the south west corner to revert back to the 2015 endorsed Structure Plan design for POS 2.**
- (iii) **Update the LWMS by including the 1:10 year stormwater modelling data to determine volume and area requirements for each Public Open Space reserve and reflect outcomes on the Landscape Concept Plans.**
- (iv) **Update sections of Part 1 and Part 2 of the report relevant to Local Development Plans by requiring POS 2 to be included in the LDP for the Commercial Zone to identify landscape treatment and park furniture which is complimentary to the commercial precinct.**
- (v) **Amend the Landscape Concept Plans and Appendix 15 of the LWMS by removing reference to the verge bio-retention areas along Eighty Road.**
- (vi) **Amend the BAL contours illustrated in Figure 5 of the Bushfire Management Plan to reflect the retention of vegetation, proposed as part of the Landscape Concept Plans.**
- (vii) **Update relevant figures in the Bushfire Management plan to reflect the updated Structure Plan layout.**
- (viii) **Amend the Bushfire Management Plan to reflect that the City will not be responsible for maintaining any Public Open Space to a Low Threat standard, updating BAL's accordingly.**
- (ix) **Update the Black Cockatoo Assessment Report by undertaking the following:**
 - (a) **Reflect survey results of 'significant trees' with a lesser DBH of 500mm;**
 - (b) **Include a figure which reflects the Structure Plan layout and the tree labels/numbering from the survey results;**
 - (c) **Include an action to investigate the retention of additional healthy trees within the Structure Plan area, prior to subdivisional works occurring, to the satisfaction of the City.**
 - (d) **Include a plan overlaying the Tree Survey with an earthworks plan and the propose LSP map to determine the feasibility to retain the significant trees for all POS, Road Reserves and within Carpark locations of the proposed commercial zone.**
- (x) **Amend the Flora and Vegetation Survey to show survey results for the entire site in order to determine the impacts to TECs and remnant vegetation east of the Nairn Drive reservation.**

Movement Network

The Structure Plan has current road frontage to Fifty Road to the north (Local Distributor Road) and Eighty Road to the south east (Local Access Road). Nairn Drive, an Other Regional Road, separates the two lots to the west of the site.

The Traffic Impact Assessment states that all roads proposed as part of the amendment area (west of Nairn Drive), will be 15m wide.

Lot 1402 has recently been approved to be subdivided to facilitate a childcare centre on the corner of Fifty Road and Eighty Road under WAPC Ref 158918. As a result, the laneway designed in the Structure Plan is required to be widened to 10 metres from Baldivis Road to where it intersects with the proposed southern access street. As such, this should be reflected on the Structure Plan map with a notation on the plan indicating a proposal for a child care site.

Movement Network (cont...)

The City has identified a number of modifications required to the intersection treatments for Nairn Drive, as well as to the proposed 'Main Street' and road reserve widths for various roads, which are addressed in the City's Schedule of Modifications to the WAPC. Most notably, Fifty Road is required to be widened by at least 2.2m and the 'Main Street' is to be designed along the north-south road bordering the western boundary of the commercial centre to provide a continuous streetscape along the neighbourhood centre.

Additional recommendations seek to address improved pedestrian accessibility across Nairn Drive and Fifty Road between the existing residential, the existing school and the future Commercial Centre.

Recommendation 13:

- (i) Amend the Structure Plan Map by reflecting the Laneway reservation, parallel to Fifty Road, from 6m to 10m between Baldivis Road and the southern access street.**
- (ii) Update the Traffic Impact Assessment Report by widening Fifty Road by at least 2.2m where it abuts the Structure Plan boundary.**
- (iii) Provide cross sections to reflect the north-south road to the west of the neighbourhood centre as the "main street" design.**

Conclusion

The proposed amendment to Lot 311 Fifty Road, Baldivis Structure Plan, seeks to increase the retail floor area for the Baldivis North Neighbourhood Centre to approximately 11,000m², an additional 4,000m² from the approved Structure Plan. Further minor modifications have been proposed to support the expansion of the commercial centre, including changes to the density codes.

The City's assessment has determined that the proposed Structure Plan amendment in its current form should be refused for the following reasons:

- The introduction of a second supermarket is not viable within the next 10 years and has not adequately been justified in the RSA or Structure Plan report, in accordance with the City's Planning Policy 3.1.2 – Local Commercial Strategy and State Planning Policy 4.2 - Activity Centres.
- The increase in commercial area will create a negative impact on the viability of the Baldivis North Neighbourhood Centre, creating an elongated precinct rather than a compact urban form which is not supported under State Planning Policy 4.2 – Activity Centres.
- The application has not distinguished the intended floor area for Bulky Goods Retailers/Showroom uses. SPP4.2 states that bulky goods retailing is unsuitable within Neighbourhood Centres given their size and car-parking requirements, low employment densities and need for freight vehicle access. The Structure Plan should be updated to limit the net lettable area for bulky goods retailers to just two outlets to a maximum floor area of 1,000m²

The Structure Plan could, however, be modified to substantially reduce the proposed expansion of the Neighbourhood Centre to a maximum retail floorspace of 1,500m² within Lot 311 and an area of 0.6ha. On this basis, it the Structure Plan could be supported subject to the following:

Recommendation 1:

- (i) Update the Structure Plan and associated appendices to include improvements to the pedestrian connections between focal points.
- (ii) Provide updates to the Landscape Management Plans in accordance with the City's comments

Recommendation 2:

Amend the Black Cockatoo Assessment Report by making the following changes:

- (i) Update the vegetation/tree survey to include trees with a lesser sized Diameter at Breast Height in order to consider preservation of existing vegetation and improve visual character of the future housing estate. The survey should focus on areas designed for POS and road reserves.

- (ii) Update Figure 4 - Significant Trees to include the layout of the Structure Plan and include tree labels of each tree to be cross-referenced with Appendix 1 - Significant Tree Survey Results.

Recommendation 3:

Amend the Flora and Vegetation Survey to include survey results for the entire Structure Plan site (include Lot 1402 Fifty Road), in order to determine the impacts to TEC's and remnant vegetation, east of the Nairn Drive reservation.

Recommendation 4:

Update the Structure Plan Report and Traffic Impact Assessment to reflect the outcomes from the City's Long-Term Cycling Network.

Recommendation 5:

The "main street" be widened to 24.4m to accommodate a Neighbourhood Connector A profile.

Recommendation 6:

Update section 5.4 Movement Network, of Part 1 – Implementation Report by:

- including reference for the provision of shared paths to be provided in accordance with the Department of Transport's Shared Path Guidelines;
- specify the widths for the various paths (Local Path and Shared Use Path).

Recommendation 7:

Amend the Structure Plan map to reflect a Local path along the north-south 14.2m road connection adjacent to the Public Access Way.

Recommendation 8:

Amend the Local Water Management Strategy to reflect the comments received from the Department of Water and Environmental Regulation

Recommendation 9:

Make the following modifications to the Bushfire Management Plan:

- (i) Update BAL assessment to reflect POS sites as being classified Bushfire Prone Areas
- (ii) Update the Post development vegetation classification for the Poultry Farm currently under Plot 13 to 'Grassland'
- (iii) Update section A3.1 of Table 4 to include the following wording:
"Subdivision and development of each stage will only occur when it can be demonstrated that two way access is available to each individual stage."
- (iv) Section 5.1.2 of the BMP be updated to remove assumption that future POS will be designed and maintained to achieve low threat fuel levels.
- (v) Update section 5.1.4 to address the high-risk land use of a service station proposed within the neighbourhood centre.

Recommendation 10:

- (i) Structure Plan map being updated to reflect an area of 0.6ha (approximately) as commercial.
- (ii) The Structure Plan report be updated which limits the net lettable area at 1,500m², of which up to two bulky goods / showroom retail outlets are permitted to a maximum of 1,000m².
- (iii) Update Part 1 and Part 2 of the Structure Plan report by introducing criteria for the preparation of a Local Development Plan for the commercial centre to guide built form outcomes. The Local Development Plan must be guided by the 'Urban Form' requirements of SPP 4.2 - Activity Centre for Perth and Peel and the '10 Design Principles' of SPP 7.0 – Design of the Built Environment. The LDP must address:
 - Built form in respect of bulk, height, scale and architectural expression;
 - Interface and relationship with the public realm;
 - Landscaping;

- Tree retention;
- Access; and
- Car parking.

Recommendation 11:

- (i) Make the following changes to the site attributes for section 4.3 of Part 1 Report:
 - (a) Remove the following attributes:
 - (i) Lots with an area of 260 square metres or less;
 - (ii) Lots with a BAL rating of 12.5 or greater
 - (iii) Lots subject to a notification on title
 - (b) Include the following attributes
 - (i) Grouped housing sites
- (ii) Amend the Structure Plan Map by making the following changes:
 - (a) Amend the movement network, west of Nairn Drive, to revert back to that of the endorsed Structure Plan.
 - (b) Reduce the commercial land use to just 0.6ha (approx.);
 - (c) Replace the excess commercial zone with Residential R60 and R40 densities.

Recommendation 12:

- (i) Amend the southern boundary of POS 1 (north west local park) to align with the boundary of the POS reserve in the Spires Estate.
- (ii) Amend the land uses in the south west corner to revert back to the 2015 endorsed Structure Plan design for POS 2.
- (iii) Update the LWMS by including the 1:10 year stormwater modelling data to determine volume and area requirements for each Public Open Space reserve and reflect outcomes on the Landscape Concept Plans.
- (iv) Update sections of Part 1 and Part 2 of the report relevant to Local Development Plans by requiring POS 2 to be included in the LDP for the Commercial Zone to identify landscape treatment and park furniture which is complimentary to the commercial precinct.
- (v) Amend the Landscape Concept Plans and Appendix 15 of the LWMS by removing reference to the verge bio-retention areas along Eighty Road.
- (vi) Amend the BAL contours illustrated in Figure 5 of the Bushfire Management Plan to reflect the retention of vegetation, proposed as part of the Landscape Concept Plans.
- (vii) Update relevant figures in the Bushfire Management plan to reflect the updated Structure Plan layout.
- (viii) Amend the Bushfire Management Plan to reflect that the City will not be responsible for maintaining any Public Open Space to a Low Threat standard, updating BAL's accordingly.
- (ix) Update the Black Cockatoo Assessment Report by undertaking the following:
 - (a) Reflect survey results of 'significant trees' with a lesser DBH of 500mm;
 - (b) Include a figure which reflects the Structure Plan layout and the tree labels/numbering from the survey results;
 - (c) Include an action to investigate the retention of additional healthy trees within the Structure Plan area, prior to subdivisional works occurring, to the satisfaction of the City.
 - (d) Include a plan overlaying the Tree Survey with an earthworks plan and the propose LSP map to determine the feasibility to retain the significant trees for all POS, Road Reserves and within Carpark locations of the proposed commercial zone.
- (x) Amend the Flora and Vegetation Survey to show survey results for the entire site in order to determine the impacts to TECs and remnant vegetation east of the Nairn Drive reservation.

Recommendation 13:

- (i) Amend the Structure Plan Map by reflecting the Laneway reservation, parallel to Fifty Road, from 6m to 10m between Baldivis Road and the southern access street.
- (ii) Update the Traffic Impact Assessment Report by widening Fifty Road by at least 2.2m where it abuts the Structure Plan boundary.
- (iii) Provide cross sections to reflect the north-south road to the west of the neighbourhood centre as the “main street” design.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the lodgement of a Local Government Report to the Western Australian Planning Commission, with respect to the proposed Structure Plan prepared over Lot 1401 and 1402 Fifty Road, Baldivis which recommends as follows:

1. The Structure Plan be refused on the following grounds:
 - The introduction of a second supermarket is not viable within the next 10 years and has not adequately been justified in the RSA or Structure Plan report, in accordance with the City's Planning Policy 3.1.2 – Local Commercial Strategy and State Planning Policy 4.2 – Activity Centres.
 - The increase in commercial area will create a negative impact on the viability of the Baldivis North Neighbourhood Centre, creating an elongated precinct rather than a compact urban form which is not supported under State Planning Policy 4.2 – Activity Centres.
 - The application has not distinguished the intended floor area for Bulky Goods Retailers/Showroom uses. SPP4.2 states that bulky goods retailing is unsuitable within Neighbourhood Centres given their size and car-parking requirements, low employment densities and need for freight vehicle access.
2. The City would be prepared to support a modified application, reducing the proposed expansion of the Neighbourhood Centre to a maximum retail floorspace of 1,500m² within Lot 311 and an area of 0.6ha, subject to the following matters being addressed to the City's satisfaction:
 - (i) Update the Structure Plan and associated appendices to include improvements to the pedestrian connections between focal points.
 - (ii) Provide updates to the Landscape Management Plan in accordance with the City's comments.
 - (iii) Amend the Black Cockatoo Assessment Report by making the following changes:
 - (a) update the vegetation/tree survey to include trees with a lesser sized Diameter at Breast Height in order to consider preservation of existing vegetation and improve visual character of the future housing estate. The survey should focus on areas designed for POS and road reserves.
 - (b) update Figure 4 – Significant trees to include the layout of the Structure Plan and include tree labels of each tree to be cross-referenced with Appendix 1 - Significant Tree Survey Results.
 - (iv) Amend the Flora and Vegetation Survey to include survey results for the entire Structure Plan site (include Lot 1402 Fifty Road), in order to determine the impacts to TEC's and remnant vegetation, east of the Nairn Drive reservation.
 - (v) update the Structure Plan Report and Traffic Impact Assessment to reflect the outcomes from the City's Long-term Cycling Network.
 - (vi) The “Main-Street” be widened to 24.4m to accommodate a ‘Neighbourhood Connector A’ Profile.
 - (vii) update section 5.4 Movement Network of Part 1 - Implementation Report by:

- (a) Including reference for the provision of shared paths to be provided in accordance with the Department of Transport's Shared Path Guidelines.
 - (b) Specify the widths for the various paths (local path and shared use paths).
- (viii) Amend the Structure Plan map to reflect a local path along the north-south 14.2m road connection adjacent to the public access way.
- (ix) Amend the Local Water Management Strategy to reflect the comments received from the Department of Water and Environment Regulations.
- (x) Make the following modifications to the Bushfire Management Plan:
 - (a) update BAL assessment to reflect POS sites as being classified Bushfire Prone Areas;
 - (b) update the post development vegetation classification for the Poultry Farm currently under Plot 13 to 'Grassland'
 - (c) update section A3.1 of Table 4 to include the following wording
"Subdivision and development of each stage will only occur when it can be demonstrated that two way access is available to each individual stage."
 - (d) Section 5.1.2 of the BMP be updated to remove assumption that future POS will be designed and maintained to achieve low threat fuel levels.
 - (e) Update section 5.1.4 to address the high-risk land use of a service station proposed within the neighbourhood centre.
- (xi) Structure Plan map being updated to reflect an area of 0.6ha (approximately) as commercial.
- (xii) The Structure Plan report be updated which limits the net lettable area at 1,500m², of which up to two bulky goods / showroom retail outlets are permitted to a maximum of 1,000².
- (xiii) Update Part 1 and Part 2 of the Structure Plan report by introducing criteria for the preparation of a Local Development Plan for the commercial centre to guide built form outcomes. The Local Development Plan must be guided by the 'Urban Form' requirements of SPP 4.2 – Activity Centre for Perth and Peel and the '10 Design Principles' of SPP 7.0 – Design of the Built Environment. The LDP must address:
 - Built form in respect of bulk, height, scale and architectural expression;
 - Interface and relationship with the public realm;
 - Landscaping;
 - Tree retention;
 - Access; and
 - Car parking.
- (xiv) Make the following changes to the site attributes for section 4.3 of Part 1 Report:
 - (a) Remove the following attributes:
 - (i) Lots with an area of 260 square metres or less;
 - (ii) Lots with a BAL rating of 12.5 or greater.
 - (iii) Lots subject to a notification on title
 - (b) Include the following attributes:
 - (i) Grouped housing sites
- (xv) Amend the Structure Plan Map by making the following changes:
 - (a) Amend the movement network, west of Nairn Drive, to revert back to that of the endorsed Structure Plan.
 - (b) Reduce the commercial land use to just 0.6ha (approx.);
 - (c) Replace the excess commercial zone with Residential R60 and R40 densities.

- (xvi) Amend the southern boundary of POS 1 (north west local park) to align with the boundary of the POS reserve in the Spires Estate.
- (xvii) Amend the land uses in the south west corner to revert back to the 2015 endorsed Structure Plan design for POS 2.
- (xviii) Update the LWMS by including the 1:10 year stormwater modelling data to determine volume and area requirements for each Public Open Space reserve and reflect outcomes on the Landscape Concept Plans.
- (xix) Requiring POS 2 to be included in the LDP for the Commercial Zone to identify landscape treatment and park furniture which is complimentary to the commercial precinct.
- (xx) Amend the Landscape Concept Plans and Appendix 15 of the LWMS by removing reference to the verge bio-retention areas along Eighty Road.
- (xxi) Amend the BAL contours illustrated in Figure 5 of the Bushfire Management Plan to reflect the retention of vegetation, proposed as part of the Landscape Concept Plans.
- (xxii) Update relevant figures in the Bushfire Management plan to reflect the updated Structure Plan layout.
- (xxiii) Amend the Bushfire Management Plan to reflect that the City will not be responsible for maintaining any Public Open Space to a Low Threat standard, updating BAL's accordingly.
- (xxiv) Update the Black Cockatoo Assessment Report by undertaking the following:
 - (a) Reflect survey results of 'significant trees' with a lesser DBH of 500mm;
 - (b) Include a figure which reflects the Structure Plan layout and the tree labels/numbering from the survey results;
 - (c) Include an action to investigate the retention of additional healthy trees within the Structure Plan area, prior to subdivisional works occurring, to the satisfaction of the City.
 - (d) Include a plan overlaying the Tree Survey with an earthworks plan and the propose LSP map to determine the feasibility to retain the significant trees for all POS, Road Reserves and within Carpark locations of the proposed commercial zone.
- (xxv) Amend the Flora and Vegetation Survey to show survey results for the entire site in order to determine the impacts to TECs and remnant vegetation east of the Nairn Drive reservation.
- (xxvi) Amend the Structure Plan Map by reflecting the Laneway reservation, parallel to Fifty Road, from 6m to 10m between Baldivis Road and the southern access street.
- (xxvii) Update the Traffic Impact Assessment Report by widening Fifty Road by at least 2.2m where it abuts the Structure Plan boundary.
- (xxviii) Provide cross sections to reflect the north-south road to the west of the neighbourhood centre as the "main street" design.

Planning and Development Services Strategic Planning and Environment



Reference No & Subject:	PD-003/21	Environmental Advisory Committee
File No:	EVM/88	
Applicant:		
Owner:		
Author:	Mr Brett Ashby, Manager Strategic Planning and Environment	
Other Contributors:		
Date of Committee Meeting:	18 January 2021	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:		
Lot Area:		
LA Zoning:		
MRS Zoning:		
Attachments:		
Maps/Diagrams:		

Purpose of Report

To consider the following Motion from the Annual Meeting of Electors held on 16 December 2020:

"That Council consider the creation of an additional City Advisory Committee to cover sustainability and environment."

Background

The Local Government Act 1995 requires Council to consider any decisions arising from the Annual Meeting of Electors, and in making a decision in response, to also provide the reason for its decision.

Details

The following Motion was passed at the December 2020 Annual Meeting of Electors:

"That Council consider the creation of an additional City Advisory Committee to cover sustainability and environment."

The following reasons were provided by the proponent of the motion:

"The City of Rockingham (COR) currently has 10 different advisory committees. Advisory committees perform an important role for the City and wider community, with input from residents crucial to helping shape the direction and implementation of various strategies."

At present none of the existing advisory committees have a specific focus on sustainability and environment.

My motion aligns with the COR's Strategic Community Plan and addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective(s) contained in the Strategic Community Plan 2019-2029 –

Aspiration 2: Grow and Nurture Community Connectedness and Wellbeing

Strategic Objective: Community engagement, Community capacity building

Aspiration 3: Plan for Future Generations

Strategic Objective(s): Climate change adaptation, Sustainable waste solutions, Alternative energy applications, Preservation and management of bushland and coastal reserves, Liveable suburbs.”

Implications to Consider

a. Consultation with the Community

Nil

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objectives contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

Strategic Objectives: *Climate Change Adaptation - Acknowledge and understand the impacts of climate change, and identify actions to mitigate and adapt to those impacts*

Sustainable Waste Solutions - Incorporate new opportunities that support responsible and sustainable disposal of waste.

Alternative Energy Applications - Embrace new technology and apply alternative energy solutions to City facilities and services.

Preservation and Management of Bushland and Coastal Reserves - Encourage the sustainable management and use of the City's bushland and coastal reserves.

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

Nil

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The Council has previously appointed committees with community representation to provide advice on the management and conservation of environmental areas.

In 1994, the Council established the Conservation Reserves & Foreshore Management Advisory Committee ('CRAFMAC'), with its main purpose being to 'advise and assist Council in the management of conservation and foreshore reserves'. In 2001, it was determined that, due to the increasing scope of Council's environmental activities, it was appropriate that the role of CRAFMAC, the Council's only environmental advisory committee, be re-examined.

As part of the review, the Group was retitled the Community Environment Advisory Committee ('CEAC'), and in April 2002, the Council endorsed the Terms of Reference for CEAC and supported advertising for nominations.

In 2012, CEAC made a recommendation that it be placed in permanent recess as it had concluded it was unable to provide meaningful input into significant environmental proposals. The matter was considered by Council in July 2012 when it resolved to disband CEAC. In doing so, it considered that the purpose and intent of CEAC to allow for community input on environmental matters could be met through other existing Committees and robust community engagement processes relating to specific matters. As such, CEAC's recommendation was supported and it was recommended that it be disbanded.

Community engagement and participation in environmental and sustainability matters is important, and the community responses on a range of draft environmental strategies, including the Coastal Hazard Risk Management and Adaption Plan and Lake Richmond Management Plan, have been highly valuable and welcomed.

To ensure access to the latest information and best practice approaches, the City's staff and elected members are also actively engaged in a significant number of professional working groups for the purpose of sustainability and environmental planning, including:

- Peron Naturaliste Partnership
- Cockburn Sound Coastal Alliance
- Rockingham Lakes Regional Park Advisory Committee
- Urban Forest Working Group - WALGA
- Natural Resource Management - South West Group
- Environmental Forum - South West Group
- Sustainability Officers Network Group – WALGA
- Waterwise Councils
- Local Government Coastal Hazard Risk Management and Adaptation Plan Forum – WALGA
- Australian Coastal Councils
- Local Government Sector Wide Energy Price and Renewable Energy Project - WALGA
- Cockburn Sound Management Council
- Stakeholder Reference Group for State Planning Policy 2.9 – Planning for Water and the Planning for Water Guidelines
- Stakeholder Group – Draft Peel-Harvey Estuary Protection Plan for Water Quality/Water Quality Improvement Plan

Given the period of time since the Council's decision to disband CEAC, it is considered appropriate to review the need for a dedicated advisory committee on sustainability and environmental matters and determine whether there is benefit in re-establishing such. The review will need to consider the scope and purpose of the committee, how it may function, and what matters it would engage in.

It is recommended that Council defer consideration of the matter to enable proper consideration into the scope, purpose and benefits that such a committee may offer. A report on the matter will be presented to Council by no later than May 2021, to ensure the matter is considered in advance of Local Government Elections in October.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **DEFERS** the Motion from the Annual Meeting of Electors to consider the creation of an additional City Advisory Committee to cover sustainability and environment, with a report on the matter to be presented to Council by no later than its May 2021 meeting.

Planning and Development Services Strategic Planning and Environment

**Reference No & Subject:**

PD-004/21

Whitebait Farming

File No:

PKR/51

Applicant:

Owner:

Author:

Mr Brett Ashby, Manager, Strategic Planning and Environment

Other Contributors:

Date of Committee Meeting:

18 January 2021

Previously before Council:

Disclosure of Interest:

Nature of Council's Role in
this Matter:

Executive

Site:

Lot Area:

LA Zoning:

MRS Zoning:

Attachments:

Maps/Diagrams:

Purpose of Report

To consider the following Motion from the Annual Meeting of Electors held on 16 December 2020:

"That the Rockingham City Council form a committee to plan, organise and fund the development of whitebait farming to be released as food to the starving little penguins."

Background

The Local Government Act 1995 requires Council to consider any decisions arising from the Annual Meeting of Electors, and in making a decision in response, to also provide the reason for its decision.

Details

The following Motion was passed at the December 2020 Annual Meeting of Electors:

"That the Rockingham City Council form a committee to plan, organise and fund the development of whitebait farming to be released as food to the starving little penguins."

The following reason was given by the proponent of the motion:

"To help the diminishing number of the little penguins (the iconic creature of Rockingham) colony on Penguin Island."

Implications to Consider

a. Consultation with the Community

Nil

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

Strategic Objective: *Climate Change Adaptation - Acknowledge and understand the impacts of climate change, and identify actions to mitigate and adapt to those impacts.*

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

The Local Government Act 1995 requires Council to consider any decisions arising from the Annual Meeting of Electors, and in making a decision in response, to also provide the reason for its decision.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: : High and Extreme Risks

Finance / Personal Health and Safety : Medium, High and Extreme Risks

Nil

Comments

As noted in the November 2020 Planning and Development Services Information Bulletin, the City of Rockingham has, since 2012, been contributing funding towards annual studies, undertaken by Murdoch University, which aims to estimate the population of the Little Penguin (*Eudyptula minor*) colony at Penguin Island. In addition to providing ongoing estimates of population size, the research also allows for a better understanding of the health, ecology and resilience of the colony. The seabirds are key bioindicators of coastal marine environmental health as they are relatively easily studied and hence changes to specific variables can be easily determined (Cannell 2020). As a result, they are key performance indicators for the Shoalwater Islands Marine Park, which is managed by the Department of Biodiversity, Conservation and Attractions.

The findings of the latest Population Estimate study have shown an estimated decline of 80% of overall population size since the initial baseline study was undertaken in 2007 (Appendix 2). The rate of population decline also appears to be increasing as the estimated population in 2017 was half the size of the population in 2007 and the population in 2019 was half the size of the population in 2017. Research suggests that the decline can be attributed to range of anthropogenic and natural influences.

The City considers that the best approach would be for the DBCA to prepare a management plan to guide ongoing actions, and has approached the Department to advocate that it undertakes this commitment.

In order to progress the matter, a working group has been established to discuss the findings of the most recent Population Estimate Report and commence discussions on a proposed way forward.

The working group comprises representatives from the City, the DBCA, as well as two experts from Murdoch University, including Dr Belinda Cannell who oversees the annual monitoring and reporting.

As responsibility for management of the penguin population and fish stocks rests with State Government Agencies (DBCA and Department of Fisheries) it is recommended that the Motion not be supported. The City will, however, advise the Agencies of the suggestion put forward by members of the community.

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

1. **NOT SUPPORT** the Motion from the Annual Meeting of Electors that the Rockingham City Council form a committee to plan, organise and fund the development of whitebait farming to be released as food to the starving little penguins, as responsibility for management of the penguin population and fish stocks rests with the Department of Biodiversity Conservation and Attractions and Department of Fisheries.
2. **DIRECTS** the Chief Executive Officer to advise the Department of Biodiversity Conservation and Attractions and Department of Fisheries of the suggestion put forward by members of the community at the Annual General Meeting of Electors.

Planning and Development Services Strategic Planning and Environment



Reference No & Subject:	PD-005/21 Fairy Tern Security
File No:	LUP/515
Applicant:	
Owner:	
Author:	Mr Brett Ashby, Manager, Strategic Planning and Environment
Other Contributors:	Mr Adam Johnston, Manager Parks Services Mr Steve Timbrell, Coordinator Projects and Contracts
Date of Committee Meeting:	18 January 2021
Previously before Council:	
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	
Lot Area:	
LA Zoning:	
MRS Zoning:	
Attachments:	
Maps/Diagrams:	

Purpose of Report

To consider the following Motion from the Annual Meeting of Electors held on 16 December 2020:

"That in addition of the erection of temporary fencing of the Fairy Tern nesting area/site, Council puts security in place to prevent dogs and four wheel drive vehicles potentially destroying the nests and eggs."

Background

The Local Government Act 1995 required Council to consider any decisions arising from the Annual Meeting of Electors, and in making a decision in response, to also provide the reason for its decision.

Details

The following Motion was passed at the December 2020 Annual Meeting of Electors:

"That in addition of the erection of temporary fencing of the Fairy Tern nesting area/site, Council puts security in place to prevent dogs and four wheel drive vehicles potentially destroying the nests and eggs."

The reasons given by the proponent of the motion were the precarious nature of the nesting habits and the recent destruction of the Fairy Tern population.

Implications to Consider

a. Consultation with the Community

Nil

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

Strategic Objective: *Preservation and Management of Bushland and Coastal Reserves - Encourage the sustainable management and use of the City's bushland and coastal reserves.*

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

Nil

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

Fairy Terns are one of Australia's smallest and rarest coastal birds. Being ground nesting birds, they are vulnerable to disturbance by foot traffic and off-lead pets.

The Motion did not specify which area it referred to, however, there are two locations where temporary fencing has been deployed to protect nesting Fairy Terns.

Point Peron Boat Ramp

As noted in the December 2020 Engineering and Parks Services Information Bulletin, Fairy Terns were discovered nesting at the limestone rock groin at the Point Peron sand trap in November 2020. Fairy Terns had not previously been observed by the City in that location.

The day the City became aware of the nesting, a barricaded perimeter and signage was installed the day to advise the public of the birds' presence.

It was subsequently observed that the Fairy Terns had abandoned nesting in that location over the weekend of 28-29 November, and the barricaded perimeter and signage was subsequently removed.

As the Fairy Tern are no longer nesting in that location, and don't appear to have nested in that location previously, it is not recommended that the Council support the Motion by further considering the provision of security in that location.

Becher Point

Fairy Terns were also discovered nesting at Becher Point, within the Port Kennedy Scientific Park, on 7 December 2020. The City assisted the Department of Biodiversity, Conservation and Attractions (DBCA) with the installation of temporary fencing the next day. The fencing was then removed on 10 December 2020 by the City and DBCA on 10 December 2020 after it was observed that the nesting had been abandoned following fox and human disturbance.

As the DBCA is responsible for management of the Port Kennedy Scientific Park, it is not recommended that the Council support the Motion by further considering the provision of security in that location. The City will, however, advise the DBCA of the suggestion put forward by the community.

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

1. **NOT SUPPORT** the Motion from the Annual Meeting of Electors that in addition of the erection of temporary fencing of the Fairy Tern nesting area/site, Council puts security in place to prevent dogs and four wheel drive vehicles potentially destroying the nests and eggs because:
 - (a) the Fairy Terns are no longer nesting in the Cape Peron Boat Ramp location, and do not appear to have nested in that location previously; and
 - (b) the Fairy Terns appear to have abandoned the Port Kennedy location, and the Department of Biodiversity Conservation and Attractions is responsible for management of the Port Kennedy Scientific Park.
2. **DIRECTS** the Chief Executive Officer to advise the Department of Biodiversity Conservation and Attractions of the suggestion put forward by members of the community at the Annual General Meeting of Electors.

Planning and Development Services Statutory Planning Services



Reference No & Subject:	PD-006/21 Joint Development Assessment Panel Application - Proposed Child Care Premises
File No:	DD020.2020.00000291.001
Applicant:	Planning Solutions
Owner:	Housing Authority Peet Golden Bay Pty Ltd
Author:	Mr Greg Delahunty, Senior Projects Officer
Other Contributors:	Mr Bob Jeans, Director Planning and Development Services
Date of Committee Meeting:	18 January 2021
Previously before Council:	
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	Lot 263 (15) Aurea Boulevard, Golden Bay
Lot Area:	2,251m ²
LA Zoning:	Commercial
MRS Zoning:	Urban
Attachments:	Responsible Authority Report
Maps/Diagrams:	<ol style="list-style-type: none"> 1. Location Plan 2. Aerial Photo 3. Zoning Map (Town Planning Scheme No.2) 4. Site Plan 5. Floor Plan 6. Aurea Boulevard Elevation 7. Thundelarra Drive Elevation 8. Kalli Street Elevation 9. Internal elevation fronting Nallan Lane 10. Nallan Lane Fencing Detail 11. 3D Views 12. Consultation Map 13. Proximity of the site to 17 Aurea Boulevard 14. Scenario 2 - Compliant Bays prior to 7am

To provide a recommendation to the Metro-Outer Joint Development Assessment Panel (MOJDAP) for a proposed Child Care Premises development on land described as Lot 263 (15) Aurea Boulevard, Golden Bay.

Site and Locality

The surrounding land to the north-west through to east is zoned Commercial and comprises of generally vacant land with the exception of Lot 622 Thundelarra Drive, which is the site of a future supermarket based "main street" shopping centre. Construction of the shopping centre has stopped following the erection of some structural steelwork on the land due to the anchor tenant withdrawing from the project.

- A proposed mixed use (Independent Living) development on Lot 636 Thundelarra Drive; and
- A proposed Child Care Premises on Lot 716 Thundelarra Drive.

East of the site across Thundelarra Drive is Lot 625 Warnbro Sound Avenue, which has a split zoning of Commercial/Residential R60.

The Golden Bay Primary School is situated 100m to the south.



2. Aerial Photo



3. Zoning Map (Town Planning Scheme No.2)

Details

The application proposes the development of a Child Care Premises (CCP) on the subject land.

Details of the proposal are as follows:

- A single storey building (780m²) is proposed on the eastern portion of the site, designed to address Thundelarra Drive.
- An outdoor play area for children (717m²) and 27 on-site car parking bays are proposed on the western portion of the site, accessed from Nallan Lane;
- 18 staff and 100 children are proposed between the following age groups:
 - 0-2 years (20 places);
 - 2-3 years (30 places);
 - 3-5 years (50 places);
- Operating hours are proposed from 6:30am to 6:30pm Mondays to Fridays. No outdoor activities are proposed between 6:30am and 7:00am.
- A variable height parapet wall is proposed (up to 7m high) to provide the building with a two storey appearance when viewed from Thundelarra Drive.
- The building elevation to Thundelarra Drive includes a series of large clear glazed windows which are intended to activate the street frontage.
- To mitigate noise from the outdoor play area, the following fencing is proposed:
 - along the western perimeter of the outdoor play area, a 1.8m high Colorbond fence with 600mm transparent acrylic above (2.4m high in total); and
 - along the southern perimeter of the outdoor play area, a 2.57m high masonry wall with acrylic sheet openings.

The application is accompanied by the following technical reports:

- Transport Impact Statement;
- Environmental Noise Assessment; and
- Waste Management Plan.





5. Floor Plan



6. Aurea Boulevard Elevation



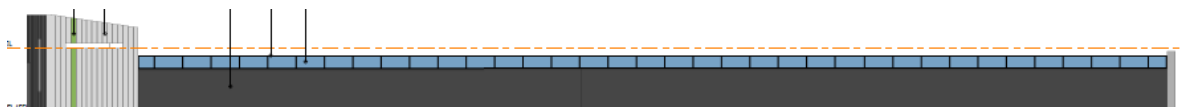
7. Thundelarra Drive Elevation



8. Kalli Street Elevation



9. Internal elevation fronting Nallan Lane



10. Nallan Lane Fencing Detail



VIEW FROM NORTH-EAST



VIEW FROM NORTH



VIEW FROM NORTH-WEST ELEVATION



VIEW OF EAST ELEVATION



11. 3D Views

Implications to Consider

a. Consultation with the Community

The application was advertised for public comment over a period of 14 days, commencing on 26 October 2020 and concluding on 9 November 2020.

Advertising was carried out in the following manner:

- The landowners and occupiers identified on the Consultation Map in Figure 12 were notified in writing of the proposed development;
- The application documents and plans of the proposal were made available for public inspection at the City's Administration Offices and placed on the City's website; and
- A sign was erected on the subject land outlining the proposal.



12. Consultation Map

At the close of the submission period, a total of 13 submissions were received, comprised of:

- Eleven submissions objecting the proposal;
- Two submissions in support.

The locations from where the submissions originated are shown on the Consultation Map above. The locations of the two supporting submissions are not shown as they were received from locations beyond the frame. One submission objecting did not include an address and as such, is not indicated on the map.

The submissions in objection are summarised as follows:

Noise

Submission:

Concern that noise from the proposed CCP (i.e. noise from children playing, vehicle noise and mechanical plant noise) will adversely impact on surrounding residential amenity. This is a particular concern for the residential property owner at 10 Kalli Street which is reported to be the most potentially affected property.

Noise (cont...)

Applicant's Response:

The initial Environmental Noise Assessment prepared by Lloyd George Acoustics demonstrated compliance of the proposed child care centre with the Environmental Noise Regulations 1997 subject to measures / recommendations.

The acoustic peer review prepared by Reverberate also confirmed these findings, while suggesting revised fencing treatments which also comply with the Noise Regulations.

Reverberate Consulting undertook a site visit to determine the current height and state of noise barriers at the nearest receptors. This was particularly relevant for 10 Kalli Street, being the closest and potentially most affected existing residence.

The existing Colorbond fence on Nallan Lane facing the proposed child care centre was found to be in good condition, with no noticeable gaps or noise leakage paths. The fence was measured to be 1.8m high, on a masonry retaining wall varying between 330 and 180 mm high above the Nallan Lane kerb.

The ground level at 10 Kalli St was approximately 150 mm lower than the top of the masonry retaining wall meaning the effective noise barrier height is approximately 1.95m to the residence at 10 Kalli Street (instead of the previously modelled 1.6m high).

The increased barrier height results in a reduction in child care noise reaching 10 Kalli Street from children playing outside, mechanical services and car doors closing.

City Comment:

The City has assessed both acoustic reports and considers that operations should not occur prior to 7am. This, along with the acoustic treatments proposed for the outdoor play area will ensure that the development complies with the Environmental Protection (Noise) Regulations 1997 (Noise Regs) and that the residential amenity of the location is maintained. Noise is discussed in detail in the comments section below.

Submission:

Concern about the robustness of the applicant's Acoustic Report, including the noise modelling assumptions used; the practicality and enforceability of the recommended noise attenuation measures.

Applicant's Response:

The initial Environmental Noise Assessment prepared by Lloyd George Acoustics demonstrated compliance of the proposed child care centre with the Environmental Noise Regulations 1997 subject to measures / recommendations.

To respond to community concerns, an acoustic peer review was prepared by Reverberate to provide an additional level of robustness in the reporting, ensuring the proposed fencing treatments provide sufficient acoustic attenuation and no adverse amenity impacts to nearby residences by way of noise.

The peer review confirmed the findings of the Lloyd George Acoustics report, while suggesting revised fencing treatments which also comply with the Noise Regulations. The fencing recommendations made by Reverberate have been incorporated into the revised development plans. Accordingly, the proposed development will have no adverse impacts on the amenity of the locality from a noise generation perspective.

The proposed fencing to the outdoor play area has been updated to reflect the outcomes of the acoustic assessment and further modelling. The only management measure required to ensure compliance with the Noise Regulations is the restricted use of select parking bays prior to 7am. Post 7am, all car parking bays are compliant with the assigned levels.

Until a dwelling is built at 17 Aurea Boulevard, up to 19 car parking bays are available on site which comply with the night-time assigned levels (i.e. are able to be used prior to 7am). Once a dwelling is built (assuming no acoustic fence is constructed) seven car parking locations are available for use prior to 7am. These are car parking bays 5b, 6a & b, 7a & b, 8 and 9.

Noise (cont...)
<p><u>City Comment:</u> See previous response.</p>
<p><u>Submission:</u> To attenuate noise from car doors closing, the Acoustic Report recommends the installation of an acoustic wall on 17 Aurea Boulevard when a dwelling is constructed on that land in the future. Concern about the legal ability to implement this measure, given this land is outside of the development application area.</p>
<p><u>Applicant's Response:</u> Until a dwelling is built at 17 Aurea Boulevard, up to 19 car parking bays are available on site which comply with the night-time assigned levels (i.e. are able to be used prior to 7am). Once a dwelling is built (assuming no acoustic fence is constructed) seven car parking locations are available for use prior to 7am. These are car parking bays 5b, 6a & b, 7a & b, 8 and 9. Consistent with the other established dwellings in the locality, it can be reasonably expected that a solid fence (i.e. a noise barrier) will be constructed on the eastern boundary of 17 Aurea Boulevard, when the dwelling is built. Until such a time, the use of parking bays prior to 7am can be appropriately managed to ensure no adverse noise impacts on nearby dwellings.</p>
<p><u>City Comment:</u> See previous response.</p>
<p><u>Submission:</u> To address the assigned noise level exceedances, the Acoustic Report recommends the installation of 2.1m/2.4m high acoustic fencing (with additional height overhangs) along the western and southern boundaries of the outdoor play area. Concern that a 'garrison' type wall of this magnitude does not represent good quality design and should be reconsidered.</p>
<p><u>Applicant's Response:</u> Fencing surrounding the outdoor play area has been revised following the fencing recommendations made by Reverberate Consulting. The development now proposes:</p> <ul style="list-style-type: none"> • A 2.57m high masonry wall with acrylic sheet openings for the portion of the outdoor play area fronting Kalli Street. • A 1.8m high Colorbond fence (double thickness) with 0.6m of acrylic sheeting above (total height of 2.4m) for the portion of the outdoor play area fronting Nallan Lane. <p>The proposed fencing provides the necessary acoustic attenuation to comply with the Noise Regulations and ensure no adverse amenity impacts by way of noise are experienced by nearby dwellings. The acrylic sheet openings along the Kalli Street fencing provides for passive surveillance, while maintaining suitable privacy for the children. The acrylic sheeting on top of the Colorbond fencing fronting Nallan Lane reduces the perceived height of the fencing for both children playing outside and its appearance to the streetscape. Fencing along both frontages will be softened by landscaping.</p>
<p><u>City Comment:</u> The fencing fronting Kalli Street has been designed to carry the built form around the corner from Thundelarra Drive. It is designed to create visual interest through the inclusion of transparent elements that reflect the fenestration along the Thundelarra Drive elevation. It also incorporates elements of the vertical colour patterns. As such, this integrated form of fencing is considered to be an acceptable streetscape outcome. It is, however, recommended that some street trees be planted within the Kalli Street verge, to further enhance this elevation.</p>

Noise (cont...)

The fencing fronting Nallan Lane is well set back from the street to provide for car parking. It has also been softened with the inclusion of tree wells. It is therefore not considered to be street front fencing and is considered to be an acceptable outcome.

Submission:

The Traffic Impact Statement indicates that the seven existing car bays on the western side of Nallan Lane will likely be used by parents dropping off/collecting children. Noise from this source is not accounted for in the Acoustic report.

Applicant's Response:

An assessment of vehicle noise from the existing public parking bays has not been undertaken, as the proponent is not in control of these bays or the vehicles parking in them. The public car bays are under the jurisdiction of the City of Rockingham. It is up to the City whether they wish to restrict parking in these bays prior to 7am.

The proposed development provides sufficient bays to accommodate both staff and visitors, with use of the seven existing bays not required (especially prior to 7am).

City Comment:

The parking assessment in the Legal and Statutory section below demonstrates that there are sufficient car bays on-site to deal with the parking demand generated by the development.

As such, it is not necessary to assess noise impacts from these public bays.

Traffic

Submission:

Concern about traffic generated by the CCP causing congestion and traffic safety issues in Nallan Lane, as:

- Nallan Lane is designed as a laneway and provides rear access to the R40 residential land to the west. The applicant's Transport Impact Statement report does not adequately assess the impact of the proposal on this residential traffic.
- Vehicles using the proposed car parking area will need to reverse manoeuvre into the laneway, which is also used by residential traffic;
- In the case of staff vehicle parking, additional manoeuvring is required due to the tandem car parking arrangement proposed. This is not considered to be a practical arrangement.
- The Traffic Impact Statement acknowledges that the seven existing parking bays on the western side of Nallan lane are likely to be used by traffic associated with the proposed childcare centre. This is considered inappropriate as the bays are intended for the use of visitors to the rear-loaded residential lots to the west.

Applicant's Response:

The proposed development will not generate high traffic volumes, with approximately 75 and 49 vehicles during the weekday AM and PM peak hours, respectively. This level of traffic generation is relatively minimal and falls within the threshold of a Transport Impact Statement as set out by the WAPC guidelines.

Nallan Lane is able to accommodate the traffic generated by the proposed development, as indicated in the TIS. Nallan Lane is a low volume, low speed traffic environment, so the parking manoeuvres will be able to be undertaken safely without any significant traffic impact.

The TIS establishes that the parking demand of the proposed child care centre does not rely upon the additional seven existing parking bays on Nallan Lane. If residential visitor access to these bays becomes an issue in the future, this can be addressed by the City.

Traffic (cont...)
<p><u>City Comment:</u></p> <p>The City has assessed the applicant's revised Traffic Report and is satisfied that the development will not have an undue impact on the local road network.</p> <p>The proposed tandem bays will be allocated for use by staff of the child care centre only and will be managed internally by the staff to avoid any potential issues. This has been captured with a condition.</p> <p>The parking assessment in the Legal and Statutory section below demonstrates that there are sufficient car bays on-site to deal with the parking demand generated by the development. The parking area will be required to be design in accordance with relevant Australian Standards.</p>
<p><u>Submission:</u></p> <p>Concern about the robustness of the applicant's Transport Impact Statement report, including the reported assumptions as well as perceived errors and omissions.</p>
<p><u>Applicant's Response:</u></p> <p>The TIS has been prepared by Transcore (a suitably qualified traffic engineering consultant) in accordance with WAPC guidelines for a development generating this level of traffic. More detailed reporting (such as a Traffic Impact Assessment) would be appropriate for a larger scale development generating a higher level of traffic. The level of reporting provided within the TIS is appropriate for this development and in accordance with the WAPC's Transport Impact Assessment Guidelines.</p>
<p><u>City Comment:</u></p> <p>The City is satisfied with the applicant's revised Traffic Impact Statement.</p>
<p><u>Submission:</u></p> <p>There is a lack of parking provided for the CCP given the number of staff and children proposed, generating the potential for overflow parking to occur on Abydos Lane and in the surrounding streets.</p>
<p><u>Applicant's Response:</u></p> <p>Based on 100 children and 18 staff, a total of 31 parking bays are required (of which 18 must be dedicated to staff). The proposed development provides 18 staff bays and 9 visitor bays onsite, with one accessible bay provided. Accordingly, a 4 bay 'on paper' car parking shortfall is proposed.</p> <p>The estimated morning peak hour trip generation of the child care centre is 39 vehicles in and 36 vehicles out of the car park. This represents a potential 39 vehicles using the child care centre car park during the peak hour. This is the assessed 'worst case' usage of the car park during the peak hour.</p> <p>The RTA NSW "Guide to Traffic Generating Developments" indicates an average recorded length of stay of 6.8 minutes for all surveyed child care centres. Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.</p> <p>Therefore, a minimum of 7 visitor parking bays ($39 \text{ vehicles} / 6 \text{ vehicles} = 6.5 \text{ bays}$) should be reserved for drop-off and pick-up activities peak hour periods. This results in an actual parking demand of 25 bays ($7 \text{ visitor} + 18 \text{ staff bays} = 25 \text{ bays}$). The proposed development provides 6 designated visitor parking bays to meet the actual visitor parking demand and 17 bays to accommodate the maximum of 17 staff on site at any one time. The reduced visitor bay demand of 7 bays, means the provision of 27 bays could adequately accommodate parking needs of staff and visitors at capacity. Efficient use of space is maximised through the inclusion of 14 tandem bays, for staff use.</p>

Traffic (cont...)
<p><u>City Comment:</u></p> <p>The parking assessment in the Legal and Statutory section below demonstrates that there are sufficient car bays on-site to deal with the parking demand generated by the development.</p>
Property Values
<p><u>Submission:</u></p> <p>Concern that the proposed CCP will adversely impact surrounding property values.</p>
<p><u>Applicant's Response:</u></p> <p>Property values pre or post development is not a valid planning consideration.</p>
<p><u>City Comment:</u></p> <p>This is not a relevant planning consideration.</p>
Proposed Land Use
<p><u>Submission:</u></p> <p>Concern that the proposed CCP is not an appropriate use for this site.</p>
<p><u>Applicant's Response:</u></p> <p>The CCP land use is a 'D' (Discretionary) use within the Commercial zone. The use is therefore capable of being approved, subject to the exercise of discretion by the decision maker. The proposed child care centre use is entirely appropriate and suitable for establishment on the subject site for the following reasons:</p> <ul style="list-style-type: none"> • The proposed child care centre will provide essential child care and early learning services to the established and growing Golden Bay community within an existing community/commercial precinct. • The proposed child care centre is ideally located at the intersection of Thundelarra Drive and Aurea Boulevard to provide good connectivity from the surrounding Golden Bay locality, and is located in close proximity to other services in the area including Golden Bay Primary School and the emerging commercial centre. • The design of the development is sympathetic to the surrounding planned commercial context and ensures an active interface with the street. Building bulk has been concentrated at the northern portion of the subject site to present an attractive entrance statement to the commercial centre at the intersection of Thundelarra Drive and Aurea Boulevard. • The proposed development has been deliberately designed and configured to minimise any intrusive impact on the amenity of surrounding residential properties. In this regard, an acoustic report demonstrates compliance with the relevant Environmental Noise Regulations. • The proposal is supported by a Traffic Impact Statement which demonstrates it is entirely acceptable from a traffic and access point of view. <p>For the reasons outlined above, the proposed CCP is entirely appropriate for development on the subject site.</p>
<p><u>City Comment:</u></p> <p>The development has been assessed on its merits throughout this report. It is concluded that, subject to compliance with the recommended conditions of approval, the proposal is a suitable commercial land use for this commercial zoned site.</p>
<p><u>Submission:</u></p> <p>Concern that it would not be viable to approve a second CCP in close proximity to another approved CCP proposed on nearby land (Lot 716 Thundelarra Drive).</p>

Proposed Land Use (cont...)
<p><u>Applicant's Response:</u></p> <p>The viability of the proposed child care centre is a commercial consideration and not a valid planning consideration. There is clearly a demand for child care centres in the locality.</p> <p>The proximity of other child care centres in the locality has been considered as part of commercial due diligence. The proposed CCP is sufficiently separated from other centres, with the closest centre being Great Beginnings Secret Harbour, located approximately 1.2km from the site. Please refer to the additional justification for child care centre demand below.</p>
<p><u>City Comment:</u></p> <p>The viability of a development is not a relevant planning consideration.</p>
Planning Framework
<p><u>Submission:</u></p> <p>The application is inconsistent with the City's Planning Policy 3.3.5 Childcare Premises (PP3.3.5), in that:</p> <ul style="list-style-type: none"> • Approval of this application will result in an over-supply of this service in the vicinity of Golden Bay. Policy provisions are not addressed in the application, which deal with the location and distribution of childcare centres, and the need to ensure that childcare centres provide the maximum amount of benefit to the community through their distribution. • There is an approved CCP proposed nearby on Lot 716 Thundelarra Drive and the application does not adequately address the policy requirement which states <i>"where, in the opinion of the Manager, Statutory Planning, a proposed CCP may have an adverse impact on the level of service to the community by similar existing or approved facilities, the proponent will be required to provide further information in regard to the level of existing services in the locality, proximity to other CCPs, population catchments for the proposed CCP and the number of primary schools and kindergartens in the locality, in relation to the development of the proposed new facility."</i> • The proposed parking is inadequate to comply with the policy.
<p><u>Applicant's Response:</u></p> <p>The proposed child care centre will not result in an oversupply of child minding services in Golden Bay. There is clearly a demand for child care centres in the locality, with the proximity of other child care centres in the locality considered as part of commercial due diligence.</p> <p>Using the latest ABS census data, we provide the following summary of the evident demand:</p> <ul style="list-style-type: none"> • The suburbs of Secret Harbour, Golden Bay and Singleton form a catchment in which there are currently 1,769 persons aged 0-4 years. In this same catchment area there are currently only 4 childcare centres. These are the Goodstart Early Learning Secret Harbour (97 places), Great Beginnings Secret Harbour (92 places), Tiny Timms Singleton (63 places) and Small Friends Playschool Singleton (45 places). Therefore, there is only a total of 297 licensed childcare places within this catchment area servicing the 1,769 children. This forms a ratio of 5.96 0-4 year old's per licensed place (a high demand ratio). An average demand ratio typically sits in the 3-4 range. Even adding the 105 licensed places (proposed development) into this catchment only brings the ratio down to 4.4 0-4 year old's per licensed place, indicating there is still demand incorporating the proposed development. In addition, if we include the 92 place centre across the road into the equation, the demand ratio will be 3.58 0-4 year old's per licensed place, a ratio within the range operators find acceptable and sustainable.

Planning Framework (cont...)

- The suburb of Golden Bay forms a catchment in which there are currently 396 persons aged 0-4 years of age, where there are currently no existing childcare centres in the entire suburb of Golden Bay. If we apply the numbers to the suburb there will be a total of 105 places within this catchment area servicing the 396 children. This forms a ratio of 3.77 0-4 year old's per licensed place, this is at the higher end of an average demand ratio, indicating again that this area is undersupplied but also capable of servicing the proposed development.
- Golden Bay and Singleton present good population growth numbers especially following the national and state home builder grants. The majority of these are being used by young families or young couples looking to start a family. This will bring more children to the area and increase the demand for licensed places in this area in the future.

In summary, all catchment area's surrounding the proposed development are undersupplied for childcare places, supporting the proposed development from a community needs perspective.

The City's PP3.3.5 acknowledges there is growing demand for child care facilities in all parts of the City, and this demand is expected to continue given the current and expected urban development being experienced. Noting Golden Bay is currently undergoing substantial residential subdivision and development, the proposed development is entirely consistent with this policy position.

The proposed supply of parking has been demonstrated to be sufficient and is supported by a TIS.

City Comment:

The applicant's demand analysis is noted. It is also accepted that due diligence, with regard to the commercial viability of a CCP, would have been undertaken, in the knowledge of existing and approved CCPs in the vicinity.

It is noted that there are limited areas to locate CCPs in Golden Bay. For a CCP to be located within a residential area, PP3.3.5 requires a minimum lot area of 1,000m². Given the prevailing lot typology in the suburb, lots of this size are limited to the commercial centre.

It is therefore accepted that the proposed development will not have an undue impact on the level of service to the community by similar existing or approved facilities.

The parking assessment in the Legal and Statutory section below demonstrates that there are sufficient car bays on-site to deal with the parking demand generated by the development.

Submission:

The proposal does not comply with the Golden Bay Neighbourhood Centre Detailed Area Plan (DAP) requirements, in that:

- The land is identified on the DAP for medium density grouped housing;
- The access and parking arrangements proposed are inconsistent with the DAP;
- The proposed development does not provide an adequate continuous activated street frontage;
- The Indicative Development Plan (contained within the DAP) identifies a CCP use on Lot 716 Thundelarra Drive and residential development on the subject site.

Applicant's Response:

An assessment against the provisions of the Detailed Area Plan was provided in the development application report, with the proposed development found to be largely consistent.

It is noted in the indicative development plan that the annotation of specific uses in the plan is to illustrate potential outcomes and does not constitute a requirement for specific land uses in specific locations. The indicative development plan is, by virtue of its name, indicative. It provides an indication of the built form and possible land uses that could arise from the Detailed Area Plan.

Planning Framework (cont...)

The access and car parking arrangements have been assessed within the TIS and are considered acceptable. Access and car parking is not inconsistent with the Detailed Area Plan, with access from Nallan Lane.

An active frontage with a nil setback provided to Thundelarra Drive, with use of glazing and a northern entry statement. Awnings for pedestrian cover are provided to the majority of the Thundelarra Drive frontage. This is consistent with main street design.

The Detailed Area Plan, although designating the subject site for future medium density housing, is able to be departed from. The City are supportive of a child care centre on the subject site (subject to appropriate design) and there is a clear demand for child care services in the locality. For the reasons outlined above, there are strong merits for a minor departure from the Detailed Area Plan.

City Comment:

An assessment against the DAP is provided in the Legal and Statutory section of this report, where it is considered that, subject to conditions of approval, the development is considered to be consistent with the DAP.

b. Consultation with other Agencies or Consultants

Given the proximity to the Golden Bay primary school, the Department of Education was consulted on the application.

Department of Education

Submission:

The Department has no objection to the proposal subject to the following conditions being imposed:

- A Car Parking and Access Management Plan (CPAMP) to be submitted to and approved in writing by the City of Rockingham, in consultation with the Department. The CPAMP shall demonstrate that all drop-offs and pick-ups associated with the proposal does not impinge upon the availability of on-street parking bays, which are directly adjacent to the Primary School, during the school's peak operating times. In addition, the CPAMP shall encourage the use of alternative transportation measures to staff and users Of the proposed facility; and
- Service delivery and waste collection the CCP operation arranged at hours that do not conflict with peak school drop off/ pick up times.

City Comment:

The parking assessment in the Legal and Statutory section below demonstrates that there are sufficient car bays on-site to deal with the parking demand generated by the development.

In the applicant's revised statement it has been clarified that waste collection will take place off-peak hours of the CCP (i.e. between 10am and 2pm). A condition has been recommended to this effect.

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

Strategic Objective: *Responsive Planning and Control of Land Use - Plan and control the use of land to meet the needs of a growing population, with consideration of future generations.*

d. Policy

Planning Policy No.3.3.1 - Control of Advertisements (PP3.3.1):

The application seeks approval for three wall signs:

- One circular 1.4m diameter wall sign above the building entrance on the north-west elevation, fronting Aurea Boulevard;
- One rectangular wall sign 2.4m long x 1.2m high on the north-eastern elevation, fronting Thundelarra Drive; and
- One circular 2m diameter wall sign on the south-western elevation, fronting Kalli Street.

The signs have been integrated into the building design, and generally comply with the relevant policy provisions.

Should the application be approved, a condition requiring the submission of a final Signage Strategy is recommended.

Planning Policy No.3.3.5 - Child Care Premises (PP3.3.5):

The purpose of this Policy is to set out the objectives and policy provisions which the City shall have due regard to in the assessment and determination of applications for Development Approval for the establishment of CCP.

The submitted application demonstrated compliance with the provisions of PP3.3.5, with the exception of the 'locational' and 'needs' requirements. In a revised submission, the applicant submitted justification to address these matters. The assessment of this justification is detailed below:

Provision	Requirement	Proposal	Assessment
Location - 4(i)	CCPs generally would not be suitable where the service provided by the Centre will have a demonstrable adverse impact on the existing or planned level of CCPs enjoyed by the local community	The demographic analysis provided by the applicant indicates that, inclusive of the proposed development, existing and approved child care centres, there is a ratio of 3.58 0-4 year olds per licensed place within the Secret Harbour, Golden Bay and Singleton catchment.	The applicant's demand analysis is noted. It is also accepted that due diligence, with regard to the commercial viability of a CCP, would have been undertaken, in the knowledge of existing and approved CCPs in the vicinity.
Need for CCP - 4.9	The applicant is required to demonstrate that the CCP will not have an adverse impact on the level of service to the community by similar existing or approved facilities.	The applicant indicates that the average demand ratio typically sits in the 3-4 range.	It is also noted that there are limited areas to locate CCPs in Golden Bay. For a CCP to be located within a residential area, PP3.3.5 requires a minimum lot area of 1,000m ² . Given the lot typology in the suburb, lots of this size are limited to the commercial centre. It is therefore accepted that the proposed development is unlikely to have an undue impact on the level of service to the community by similar existing or approved facilities.

Planning Policy No.3.3.14 - Control of Advertisements (PP3.3.1):

The aim of the policy is to facilitate the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City.

Provision	Requirement	Proposal	Assessment
Bicycle Parking PP3.3.14 – Table 1	Short-Term Parking 0.05 spaces per visitor = Two (2) Long-Term Parking 0.1 spaces per staff = Two (2)	Nil	A condition is recommended that two short term and two long term bicycle parking bays are provided.

e. Financial

Nil

f. Legal and Statutory

Planning and Development (Local Planning Schemes) Regulations 2015 (Planning Regulations)

Clause 67 of the Schedule 2 Deemed Provisions outlines the matters to which the local government is to give due regard when considered relevant to an application. Where relevant, these are discussed throughout this report.

Clause 27 - Effect of a Structure Plan

A decision-maker for an application for Development Approval in an area that is covered by a Structure Plan is to have due regard to, but is not bound by, the Structure Plan when deciding the application.

The subject lot falls within the Golden Bay Local Structure Plan (LSP) which was adopted by Council in May 2012. The LSP imposes a Commercial zoning on the land and identifies it as located within a Neighbourhood Centre Precinct. The following annotation on the LSP is applicable to the subject site:

"The Neighbourhood Centre Precinct is a main street based centre and is subject to the preparation of a Detailed Area Plan."

With regard to this annotation, it is noted that the proposed built form has been designed to address Thundelarra Drive, being the centre 'main street' for the Golden Bay neighbourhood centre.

Clause 56 - Effect of a Local Development Plan (formerly known as a Detailed Area Plan)

A decision-maker for an application for Development Approval in an area that is covered by a Local Development Plan has been approved by the Local Government must have due regard to, but is not bound by, the Local Development Plan when deciding the application. The Golden Bay Neighbourhood Centre Local Development Plan applies.

Golden Bay Neighbourhood Centre Detailed Area Plan (DAP)

As noted, the LSP required the preparation and approval of a DAP for the Neighbourhood Centre. The Golden Bay Neighbourhood Centre DAP was approved by the City in March 2015. An assessment of the requirements of the DAP is provided below, this assessment has been limited to areas where discretion is sought to vary a requirement:

Provision	Requirement	Proposal	Assessment
Land Use DAP – Plan	Residential	Commercial	Although the DAP identifies the subject lot for residential development, it is zoned as Commercial under Town Planning Scheme No.2 (TPS2).

Provision	Requirement	Proposal	Assessment
			Under TPS2, a CCP is a discretionary land use that can be approved within either the Commercial or the Residential zone Therefore, this departure from the DAP is considered to be acceptable, as the development responds to the commercial zoning of the site whilst respecting the residential amenity of the surrounding area.
Habitable Frontage DAP – Plan	Habitable frontage to Kalli Street. <i>Habitable frontage: at least one major opening to habitable rooms to the adjacent public domain that allow passive surveillance</i>	No habitable frontage provide to Kalli Street	In terms of priorities for delivering active or habitable frontage, Kalli Street is considered to be lesser than Thundelarra Drive, which serves as the 'main street', and Aurea Boulevard, which is the gateway to the suburb. It is noted that the Kalli Street elevation has been designed to create visual interest through the inclusion of transparent elements that reflect the fenestration along the Thundelarra Drive elevation. It also incorporates elements of the vertical colour patterns. As such, this is considered to be an acceptable streetscape outcome.
Street Interface - (b) ii	A canopy with continuous coverage to a minimum depth of 2.5m or to within 600mm of the back of the adjacent kerb to be provided	A 1m deep canopy is proposed	It is considered that a 1m deep awning will not provide sufficient or practical weather protection to pedestrians using the Thundelarra Drive 'main street' environment. Awnings of sufficient depth enhance the public domain, by providing an environment that encourages pedestrian movement in all weather conditions.

Provision	Requirement	Proposal	Assessment
			Therefore a standard 2.5m awning depth is required in all commercial centres throughout the City. Consequently, it is recommended that a condition be applied, requiring a minimum awning depth of 2.5m as per the requirements of the DAP.
Robustness – (d) i	The ground floor of all buildings in the Commercial area must be designed with a minimum floor-to-floor height of 3.2m to enable commercial uses	A ceiling height of 2.7m is proposed for the development	A 2.7m ceiling height is reflective of a residential development. Given the location of this site, within a commercial centre, it is important to integrate the ability for the building to transition to other commercial uses over time. As indicated in State Planning Policy 7.0 – Design of the Built Environment: <i>“Good design provides flexible and adaptable spaces to maximise their utilisation and accommodate appropriate future requirements without the need for major modifications.”</i> It is therefore recommended that a condition be applied, requiring a minimum ceiling height of 3.2m as per the requirements of the DAP.
Fencing – (e) i & ii	Fencing to the primary or secondary street(s) frontage must be restricted to residential uses only.	Fencing proposed to Kalli Street	It is noted that the fencing fronting Kalli Street has been designed to carry the built form around the corner from Thundelarra Drive. It is designed to create visual interest through the inclusion of transparent elements that reflect the fenestration along the Thundelarra Drive elevation.

Provision	Requirement	Proposal	Assessment
			It also incorporates elements of the vertical colour patterns. As such, this integrated form of fencing is considered to be an acceptable streetscape outcome. It is, however, recommended that some street trees be planted within the Kalli Street verge, this will further enhance this elevation.
	Street frontage fencing must be no more than 1.8m high and must be at least 50% visually permeable from 0.9m above the ground with solid portions of fencing consisting of masonry construction.	Southern edge of outdoor play: A 2.57m high masonry wall with acrylic sheet openings for the portion of the outdoor play area fronting Kalli Street.	As discussed in the previous comment, the fencing along Kalli Street is considered acceptable.
		Western edge of outdoor play: A 2.4m high fence consisting of a 1.8m high Colorbond fence (double thickness) with 0.6m of acrylic sheeting above.	The fencing fronting Nallan Lane is well set back from the street to provide for car parking. It has also been softened with the inclusion of tree wells. It is therefore not considered to be street front fencing and is considered to be an acceptable outcome.

Town Planning Scheme No.2

Clause 3.2 - Zoning Table

A CCP is a discretionary 'D' land use within the Commercial zone under TPS2. Discretionary means that the land use is not permitted unless the local government has exercised its discretion by granting Development Approval.

Clause 4.6.1 - Objective of Commercial zone

The application seeks approval for a CCP which has been designed to respond to the 'main street' context of the site and which is a permissible use in the zone. The proposal seeks to address a community need

"The objective of the Commercial zone is to provide for the development of District, Neighbourhood and Local shopping facilities to cater for the present and future residents of the Local Government consistent with the Local Government's Local Commercial Strategy and supported by any other Plan or Policy that the Local Government from time to time may adopt as a guide for the future development within the zone"

Clause 4.6.2 Form of development

In considering applications for Development Approval the decision maker shall *"ensure that the "site planning, scale, built form, elevations and landscaping of the development contribute positively to the streetscape, appearance and amenity of the locality"*.

The built form of development is guided by the DAP. As discussed earlier, subject to complying with conditions of approval, the form of development is consistent with the DAP.

Clause 4.6.3 Parking

On site car parking is required to be provided in accordance with Table No.2 of TPS2, as follows:

Provision	Requirement	Proposal	Assessment
TPS2 – 4.15	The parking requirements for a CCP include one (1) parking bay per employee and one (1) parking bay per eight children. Based on this rate, the proposed development requires 31 parking bays.	27 bays are provided.	A technical shortfall of four (4) bays. See comments below.

Although there is a technical shortfall of four car parking bays, the supporting traffic report has provided a parking analysis that considers the anticipated peak hour traffic generation of the proposed CCP. Based upon the RTA NSW “Guide to Traffic Generating Developments”, it is established that during peak hour periods there is an actual parking demand of 25 bays (seven bays for drop off/pick up + 18 bays for staff). Consequently, the technical shortfall is supported.

Clause 4.6.5 Landscaping

Any development within the Commercial Zone is required to provide a minimum of ten percent (10%) of the total site area as landscaping. Where this is not practicable, the Council may consider an equivalent contribution towards streetscape works in the public streets adjoining the property.

The development provides approximately 125m² of dedicated soft landscaping areas, located between the building and the northern and southern lot boundaries. The development also includes provision for tree planting within the car parking area at a rate of 1 tree per 4 bays. With a total lot area of 2,251m², this equates to 5.5% landscaping provision.

It is noted that the existing verge vegetation is of a poor quality. As the minimum 10% has not been provided on site, it is recommended that the applicant/owner landscape and maintain the adjoining verge. This is recommended to be captured in a landscape plans that incorporates these verge areas.

g. Risk

All Council decisions are subject to risk assessment according to the City’s Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

Noise

The initial acoustic assessment submitted in support of the application flagged some concerns with the City and the submissioners. Consequently, the applicant engaged a separate consultant to undertake a peer review of the initial assessment.

The main area of concern is related to the noise generated by traffic arriving at the development before 7am and the impact that this may have on existing and proposed residential development in the vicinity. The main receiver at risk is No.17 Aurea Boulevard, which is currently vacant. Post 7am, all car parking bays are compliant with the assigned levels.



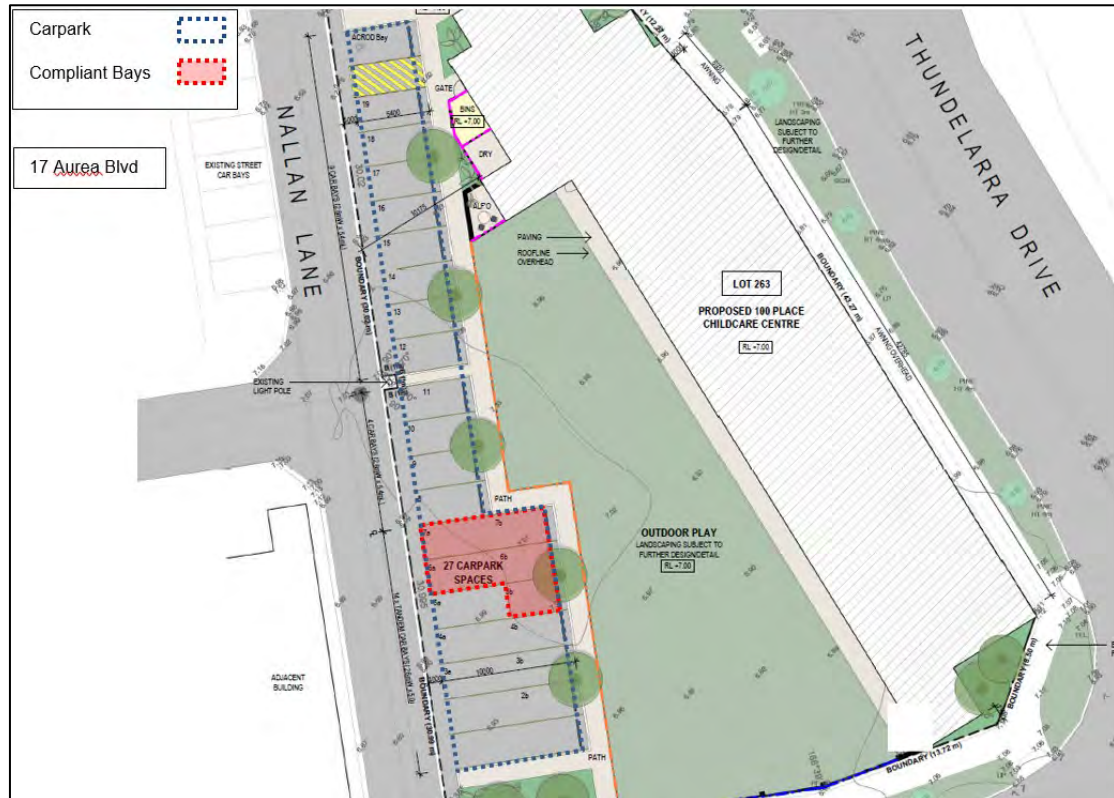
13. Proximity of the site to 17 Aurea Blvd

The revised acoustic assessment modelled three scenarios:

Scenario	No. of compliant bays
1. No dwelling or noise barrier at 17 Aurea Boulevard	All bays compliant
2. Dwelling and no noise barrier around 17 Aurea Boulevard	Five* car bays available which comply with the Assigned Levels prior to 7am
3. Dwelling and noise barrier around 17 Aurea Boulevard	Nineteen bays available which comply with the Assigned Levels prior to 7am

* In scenario 2 above the applicant's assessment determined that there was seven bays available. The City's assessment, however, determined an error in the modelling. This reduced the available car parking bays by two.

Given that it is outside the purview of this application to impose any mitigation measures upon a future dwelling at No.17 Aurea Boulevard, it is considered that scenario 2, being the worst case scenario, must be contemplated for the purpose of the assessment.



14. Scenario 2 - Compliant Bays prior to 7am

The applicant has advised that two or three car bays will be required for staff prior to 6.30am, leaving two or three bays for parent drop off. There has been no information provided on how many children are likely to use the facility prior to 7am. The supporting traffic report assumes that an average length of stay for a parent dropping off a child/children is 10 minutes. Using this logic, it is anticipated that nine drop offs could occur prior between 6.30am and 7am. This, however, assumes that vehicles will arrive and depart at regular intervals. In all practicality, this is not considered to be likely. Given the limited number of compliant bays available for drop off and the unknown number of children likely to utilise the CCP in the early morning, it is recommended that operation of the CCP be prohibited before 7am. Potential noise impacts are a key concern for the community. It is therefore considered prudent to safeguard the residential amenity of the area by limiting the opportunity for breaches of the Noise Regs, especially when there is little information available as to the patronage of the facility prior to 7am.

A Car Parking Access and Management Plan could be requested as a condition of approval, identifying car bays not to be used prior to 7am and providing measures to implement this. It is, however, difficult to see how this scenario can be managed in a logical, practical manner. Should the compliant bays be occupied, it is likely that parents will park in the available non-compliant bays.

In the future, should a dwelling with a noise barrier be constructed on No.17 Aurea Boulevard, the CCP operator could apply to amend its development approval to allow for parking and access prior to 7am, provided that compliance with the Noise Regs is demonstrated.

Conclusion

The development provides a built form and a land use that are appropriate for its location within an approved neighbourhood centre. Given that noise was a key concern highlighted by the submissioners, however, it is considered appropriate to safeguard the residential amenity of the locality, by restricting the hours of operation to 7am in the morning.

The development is consistent with the planning framework and, subject to compliance with the conditions proposed, it is considered to be an appropriate fit for the site. It is therefore recommended for approval.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **ADOPTS** the Responsible Authority Report for the application for the Child Care Premises at Lot 263 (No.15) Aurea Boulevard, Golden Bay contained as Attachment 1 as the report required to be submitted to the presiding member of the Metro Outer Joint Development Assessment Panel (MOJDAP) pursuant to Regulation 12 of the Planning and Development (Development Assessment Panels) Regulation 2011, which recommends:

That the Metro Outer Joint Development Assessment Panel resolves to **APPROVE** the DAP Application reference DAP/20/01873 and accompanying plans:

- Survey Plan, Drawing No. 3354 02, Rev C, dated 3 December 2020;
- Site Plan, Drawing No. 3354 03, Rev E, dated 3 December 2020;
- Floor Plan, Drawing No. 3354 04, Rev F, dated 3 December 2020;
- Roof Plan, Drawing No. 3354 05, Rev D, dated 3 December 2020;
- Elevation Plan, Drawing No. 3354 06, Rev E, dated 3 December 2020;
- Sections Plan, Drawing No. 3354 07, Rev C, dated 3 December 2020;
- 3D Views, Drawing No. 3354 08, Rev D, dated 3 December 2020;
- Reference Plan, Drawing No. 3354 09, Rev D, dated 3 December 2020;

in accordance with the *Metropolitan Region Scheme* and Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of clause 68(2)(b) of the deemed provisions of the *City of Rockingham Town Planning Scheme No. 2*, subject to the following conditions:

Conditions

1. 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.
2. This decision constitutes development approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to the commencement of site works, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development.

In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all works have been carried out in accordance with the pre-works geotechnical report.
4. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures shall be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.
5. Prior to commencement of development, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for its approval.

All stormwater generated by the development must be managed in accordance with Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.
6. Prior to applying for a Building Permit, a Landscaping Plan to the satisfaction of the City of Rockingham must be prepared and must include the following:
 - (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - (ii) any lawns to be established and areas to be mulched;

- (iii) any natural landscape areas to be retained, including retention of all existing street trees adjoining the site;
- (iv) those areas to be reticulated or irrigated;
- (v) proposed upgrading to landscaping, paving and reticulation of all verge areas;
- (vi) all existing street trees to be retained unless otherwise required to allow for vehicle access;
- (vii) three (3) additional street trees, with a 100 litre pot size, in the verge along Kalli Street; and
- (viii) 100 litre pot sizes for trees proposed to be located within the carpark.

The landscaping, paving and reticulation must be completed prior to the occupation of the development, and the approved Landscaping Plan must be maintained at all times to the satisfaction of the City of Rockingham for the duration of the development.

7. Existing street trees adjacent to the development site must be protected throughout construction in accordance with *Australian Standard AS 4970-2009 Protection of Trees on Development Sites*.
8. The applicant/landowner is responsible for protecting any existing City of Rockingham streetscape assets along Aurea Boulevard, Thundelarra Drive and Kalli Street during construction. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, grated gully pits, side entry pits, trees, turf etc. Any damage caused to the existing assets (identified to be retained), must be rectified to the satisfaction of the City of Rockingham.
9. All works must be carried out in accordance with the "Accord Property Golden Bay Child Care Centre Waste Management Plan", prepared by Rawtec dated 9 October 2020, for the duration of development and maintained at all times.
10. A bin storage area must be designed with a size suitable to service the development and be screened from view of the street to the satisfaction of the City of Rockingham.
The bin storage area must be constructed prior to the occupation of the development and must be retained and maintained in good condition for the duration of the Development.
11. Waste collection must only take place between the hours of 10.00am and 2.00pm Monday to Friday.
12. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to the City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

The Final Acoustic Assessment must include the following information:

- (i) noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest "noise sensitive premises" and surrounding residential area;
- (ii) tonality, modulation and impulsiveness of noise sources; and
- (iii) confirmation of the implementation of noise attenuation measures.

Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.

13. Prior to occupation of the development, the applicant/landowner shall implement the recommendations detailed in the acoustic reports prepared by Lloyd George Acoustics, dated 25 September 2020 and Reverberate dated 4 December 2020.
The recommendations of the reports must be implemented for the duration of the development.
14. No more than 100 children are to be accommodated by the Child Care Premises at any time, for the duration of the development.

15. No more than 18 staff are permitted at the Child Care Premises, at any time, for the duration of the development.
16. The Child Care Premises must only operate between the hours of 7:00am to 6:30pm, Monday to Friday.
17. The on-site car park area shall:
 - (i) be provided with a minimum of 27 parking spaces;
 - (ii) be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* unless otherwise specified by this approval, prior to applying for a Building Permit;
 - (iii) include one car parking space dedicated to people with disability designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Off-street parking for people with disabilities*, linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*;
 - (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and
 - (v) have lighting installed, prior to the occupation of the development, with all illumination confined to the land in accordance with the requirements of *Australian Standard AS 4282—1997 - Control of the obtrusive effects of outdoor lighting*, at all times, for the duration of the development.

The car parking area must comply with the above requirements for the duration of the development.

18. Eighteen staff parking bays and nine visitor car parking bays shall be provided and must be clearly marked on-site for the duration of the development. The tandem car parking bays must not form part of the visitor parking allocation.
19. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities, two short-term bicycle parking spaces and two long-term bicycle parking spaces must be provided for the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, *Parking facilities, Part 3: Bicycle parking facilities* and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development.

The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.
20. Prior to applying for a Building Permit, a Sign Strategy must be prepared (which must include the information required by *Planning Policy 3.3.1, Control of Advertisements*) to the satisfaction of the City of Rockingham and it must thereafter be implemented for the duration of the development.
21. In accordance with the requirements of the Golden Bay Neighbourhood Centre Detailed Area Plan, the building must be designed with a minimum floor-to-ceiling height of 3.2m prior to applying for a Building Permit.
22. In accordance with the requirements of the Golden Bay Neighbourhood Centre Detailed Area Plan, street awnings must be provided to Thundelarra Drive across the full width of the proposed building at a minimum width of 2.5m, with lighting being provided under the street awnings.
23. Public or customer access must be from Thundelarra Drive, for the duration of the development.
24. Prior to applying for a Building Permit, the applicant must demonstrate to the satisfaction of the City of Rockingham that ground floor glazing fronting Thundelarra Drive has a minimum visible light transmission rate of at least 79% and a maximum visible reflectivity rate of 9% in order ensure that a commercial, interactive frontage is available to the development from Thundelarra Drive. The glazing must be thereafter be installed and maintained to the satisfaction of the City of Rockingham for the duration of the development.

25. In accordance with the requirements of the Golden Bay Neighbourhood Centre Detailed Area Plan entries and window frontages facing the street of ground floor tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Thundelarra Drive, for the duration of the development.
26. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by, the City of Rockingham.
27. Materials, sea containers, goods or bins must not be stored within the carpark at any time.

Advice Notes

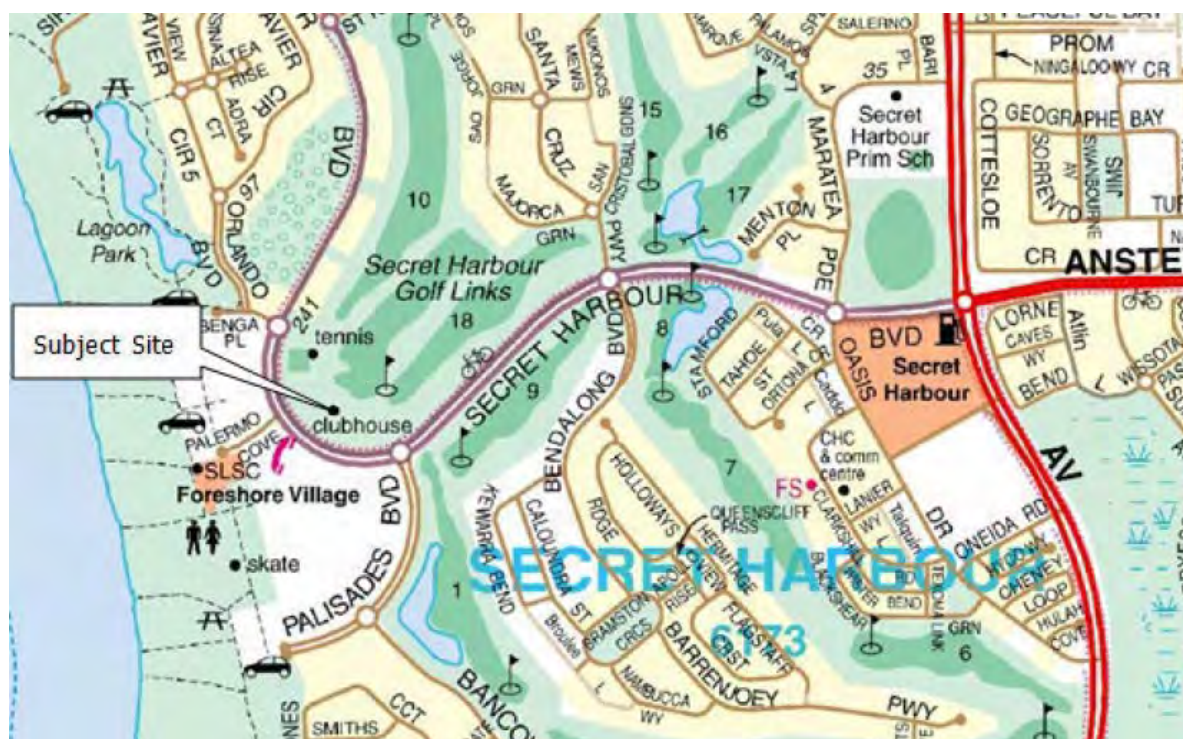
1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application, a new application for Development Approval must be submitted to the City of Rockingham.
2. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.
3. The development must comply with the *Environmental Protection (Noise) Regulations 1997*; contact the City's Health Services for information on confirming requirements.
4. The development must comply with the *Food Act 2008*, the *Food Safety Standards* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only)*; the applicant and owner should liaise with the City's Health Services in this regard.
5. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant should liaise with the City's Building Services in this regard.
6. With respect to the landscaping plan, the applicant and owner should liaise with the City of Rockingham's Land Development and Infrastructure Services to confirm requirements for the landscaping plan, including the requirements for developing and maintaining of the street verges abutting the development site.

It is advised that although there is existing City operated irrigation located within the verge areas of Kalli Street, Thundelarra Drive and Aurea Boulevard, the verge area is to be disconnected from the City's system and irrigated and maintained by the proposed development. The applicant/landowner is advised to contact the City's Irrigation Supervisor prior to undertaking any works within these verge areas.
7. It is advised that the species *Casuarina obesa*, which has been proposed within the car parking area, is not considered to be appropriate due to their size, and tendency to drop nuts and leaf litter onto cars. It is recommended that an alternative specie is considered. Possible recommendations include: *Corymbia citriodora* 'Scentuous' or *Eucalyptus victrix*.
8. All works in the road reserve, including construction of a crossover or footpath and any works to the road carriageway must be to the specifications of the City of Rockingham. The applicant should liaise with the City of Rockingham's Engineering Services in this regard.
9. The applicant is to seek approval for a Form 2 - Maximum Accommodation Certificate from the City in addition to the Development Approval.
10. Proposed playground installations are to be installed and maintained in accordance with all relevant Australian Standards AS 4685:2014 1-6, 11 and all relevant amendments.

Planning and Development Services Statutory Planning Services



Reference No & Subject:	PD-007/21 Proposed Golf Driving Range Lighting, Secret Harbour
File No:	DD020.2020.00000267.001
Applicant:	Mr Ben Sweeny
Owner:	Ten Golf Pty Ltd
Author:	Mr David Banovic, Senior Planning Officer
Other Contributors:	Mr David Waller, Coordinator Statutory Planning Mr Mike Ross, Manager Statutory Planning
Date of Committee Meeting:	18 January 2021
Previously before Council:	
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	Portion of Lot 9045 Secret Harbour Boulevard, Secret Harbour
Lot Area:	16.2493ha
LA Zoning:	Special Use No.9 - Golf Course and Ancillary Uses, Reception Centre
MRS Zoning:	Urban
Attachments:	<ol style="list-style-type: none"> 1. B1 LED weatherproof batten 2. F3 LED floodlight luminaires 3. Lighting Compliance Report - Applicant 4. Lighting Compliance Report - City's Peer Review 5. Lighting Category Assessment 6. Revised Acoustic Report 7. Schedule of Submissions
Maps/Diagrams:	<ol style="list-style-type: none"> 1. Location Plan 2. Aerial Photo 3. Driving Range Weather Shelter - 2019 Site Plan 4. B1 LED weatherproof batten and F3 LED floodlight 5. Driving Range Weather Shelter 6. Consultation Plan 7. Baseline Assigned Outdoor Noise Level 8. Table 3 Environmental zones under AS/NZS 4282:2019



1. Location Plan



2. Aerial Photo

Purpose of Report

To consider an application seeking Development Approval for lighting on the driving range weather shelter at Secret Harbour Golf Links.

Background

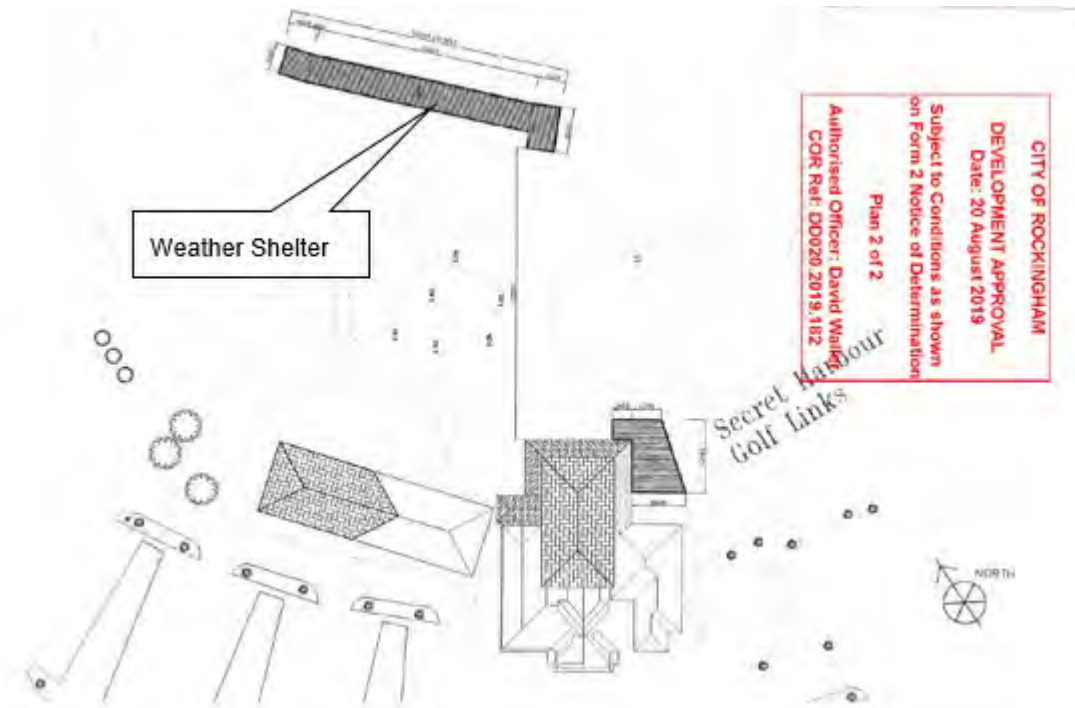
Secret Harbour Golf Links

The golf course known as Golf Links is situated adjacent to residential development in Secret Harbour and is in close proximity to the Secret Harbour foreshore and Surf Life Saving Club.

The Golf Links course consists of an international standard 18 hole public golf course, driving range, club house, car parking area and maintenance sheds. The clubhouse is located on the western side of the golf course and includes a function room and bar/restaurant area.

Driving Range Weather Shelter

In August 2019, the City granted Development Approval for a weather shelter over the existing driving range teeing off point. Condition 2 of the Development Approval specified that *“the lighting of the golf driving range and the Golf Course Weather Shelter does not form part of this approval and is required to be the subject of a separate application for development approval”*.



3. Driving Range Weather Shelter – 2019 Site Plan

Unauthorised Lighting

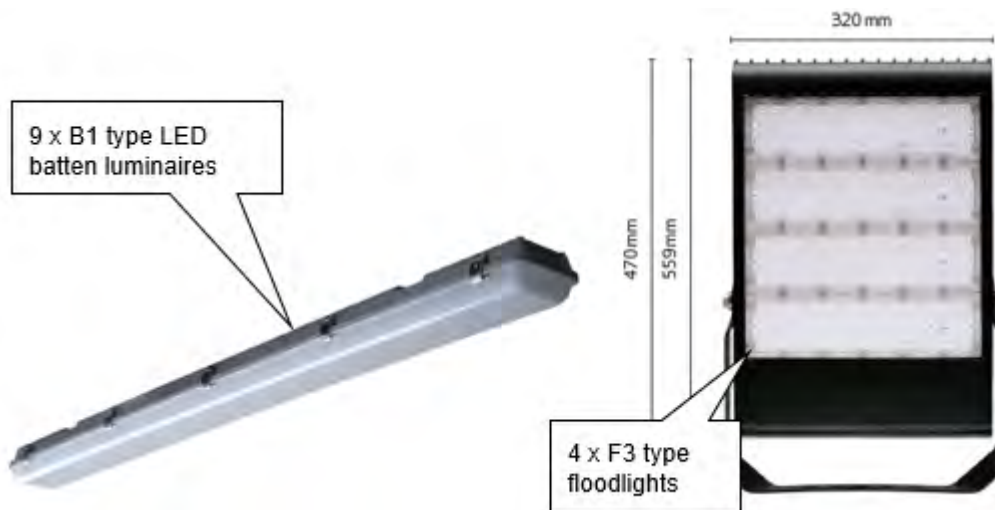
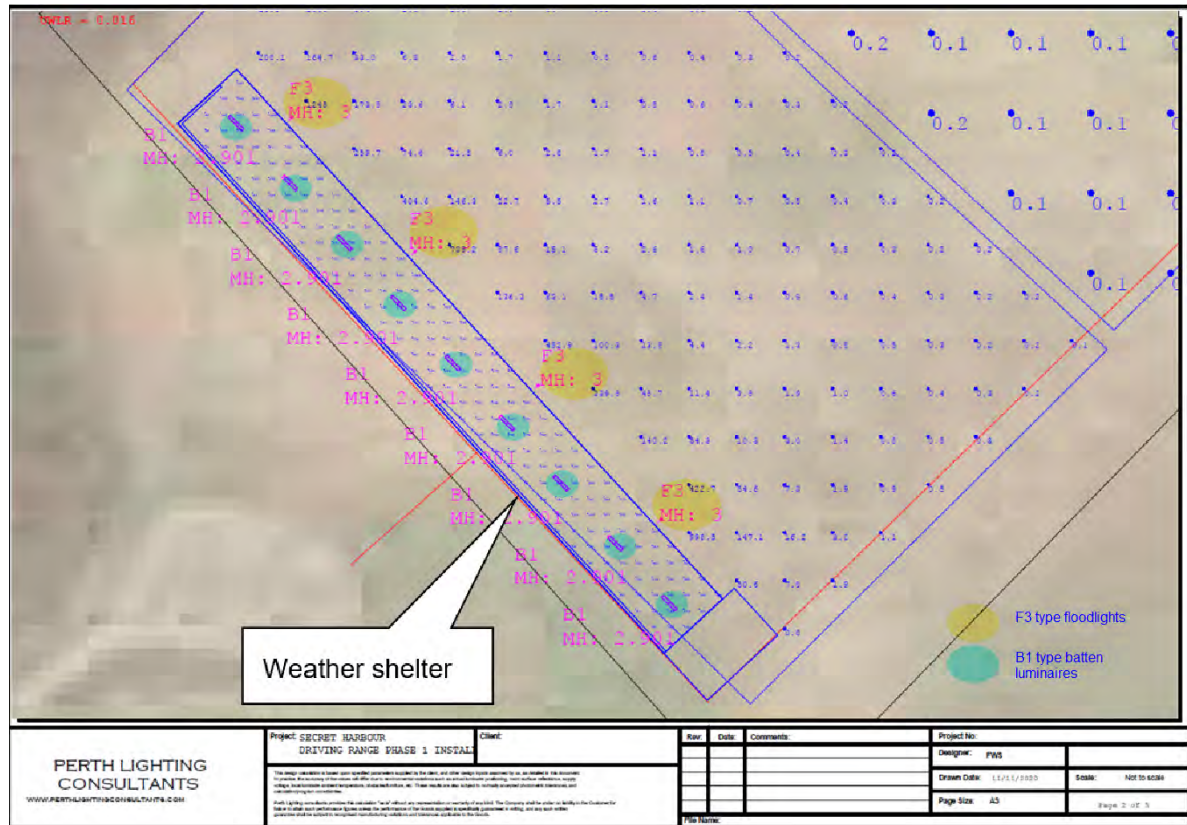
In May 2020, the City received a complaint concerning light spill being emitted from the weather shelter causing disturbance to the surrounding neighbours. Lighting was erected on the weather shelter contrary to Condition 2 of the 2019 Development Approval. In response, the City issued a Direction Notice instructing Secret Harbour Golf Links to stop and not recommence the use of the lighting unless the necessary approvals has been sought and obtained. The subject lighting was removed shortly thereafter.

Details

The applicant seeks Development Approval to erect lighting on the Secret Harbour Golf Links Driving Range Weather Shelter. The proposed lighting for the weather shelter consist of:

- Nine (9) No. type B1 LED weatherproof batten luminaires fixed to the underside of the shelter structure (Attachment 1); and
- Four (4) No. type F3 LED floodlight luminaires fixed to the front edge of the shelter structure (Attachment 2). The lights are to be angled to maximum of 10 degrees from horizontal.

The underside of the weather shelter has a height of approximately 3.2m from the finished floor level and a total height of 3.5m.



4. B1 LED weatherproof batten and F3 LED floodlight luminaires

The driving range weather shelter is open to public with subject lighting intended to be switched on until 7pm Sunday - Wednesday and until 8pm Thursday - Saturday.

This report is accompanied by the applicant's Lighting Report (Attachment 3) and a revised Acoustic Report (Attachment 6) which was updated following consultation of the advertising period.

The applicant's reasons for the proposed lighting are summarised as follows:

- *Our business philosophy is to keep improving our product. Without improving our product our business would not survive and customers would go elsewhere.*
- *We look at having a sporting activity available for families in the afternoons/early evenings to provide a positive contribution to the community.*
- *In a time where it is hard to gain employment we forecast to have four positions available if the lighting goes ahead.*

- *During the winter period, the lights would need to be switched on from 5pm, whilst in summer, should weather permit the lights may not need to be switched on prior to 7pm.”*

The City also engaged an independent Lighting Consultant to undertake a peer review of the applicant's Lighting Report (Attachment 4) which is discussed in the 'Implications to Consider' and 'Legal and Statutory' sections of this report. The applicant's Acoustic Report was assessed by the City's Health Services. A separate independent Lighting Consultant had also been engaged to provide an opinion on the Golf Links locality context (Attachment 5), which is discussed in the 'Legal and Statutory' section of this report.



5. Driving Range Weather Shelter

Implications to Consider

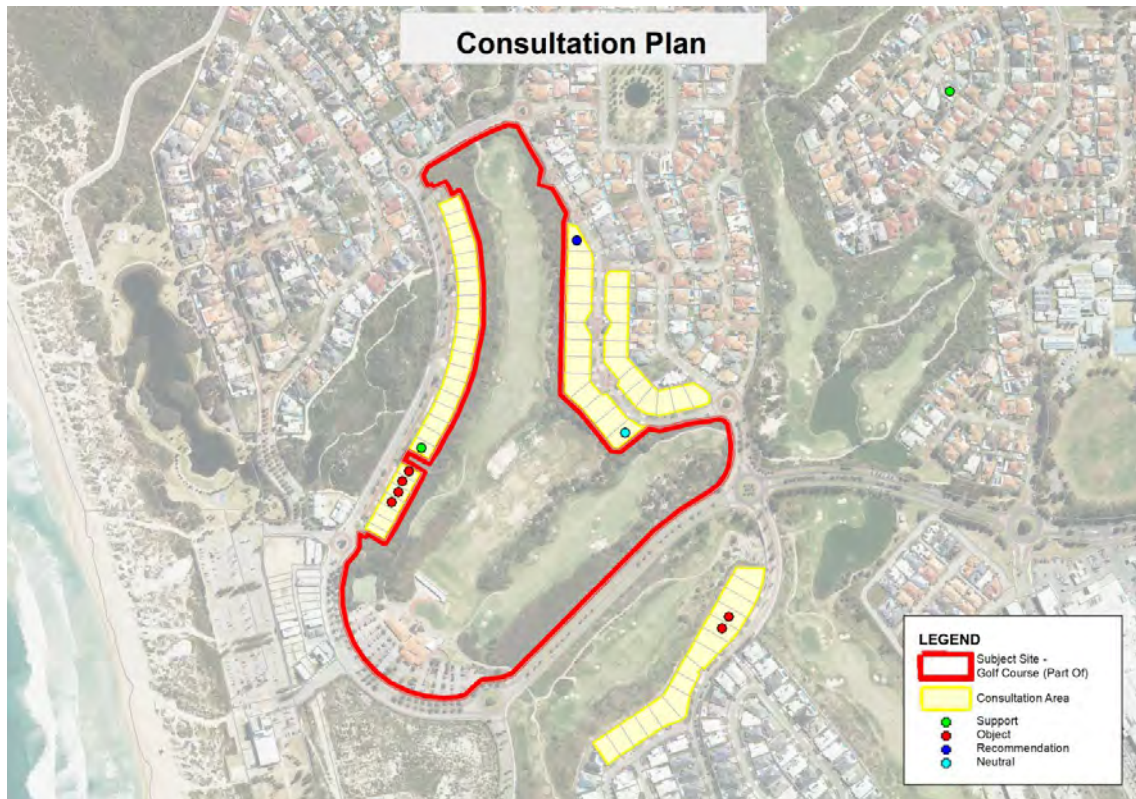
a. Consultation with the Community

The application was referred to adjoining landowners and occupiers for public comment over a period of 21 days, commencing on 14 October 2020 and concluding on 4 November 2020.

The information available for viewing on the City's website included:

- B1 LED weatherproof batten luminaire details (Attachment 1);

- F3 LED floodlight luminaire details (Attachment 2);
- Original Acoustic Report; and
- Lighting Compliance Report (Attachment 3).



6. Consultation Plan

At the close of the public consultation period a total of 14 submissions were received, five (5) in support, seven (7) objecting the proposal, one (1) neutral submission and one (1) submission making a recommendation. Four (4) submissions were received from locations not shown on the Consultation Plan.

The submissioners objections and comments are summarised in the table below, including a summary of the applicant's and the City's response.

Note: Subsequent to the advertising period the application was assessed by the City which resulted in the applicant lodging a revised Acoustic Report (Attachment 6).

Noise Impacts
<p><u>Submission:</u></p> <p>(i) Noise will contribute to fatigue of shift workers.</p>
<p><u>Proponent's Response:</u></p> <p>Many people live on or near the golf course because they use the facilities. The proposal will allow for flexibility on the time shift workers are able to use the driving range.</p>
<p><u>City's Comment:</u></p> <p>Noise is a relevant consideration in relation to this proposal due to golfers striking golf balls when teeing off. It is also agreed that the proposed lighting will extend the operational hours of the driving range into the evening, with lighting being turned on until 7pm on Sunday to Wednesday and until 8pm Thursday to Saturday.</p> <p>In the context of current hours (without lighting), the driving range can only be used until it gets dark.</p>

Noise Impacts (cont...)
<p>As discussed further below in this report, the City considers that the applicant's revised Acoustic Report demonstrates compliance with the Environmental Protection (Noise) Regulations 1997.</p>
<p>Submission:</p> <p>(ii) Driving range operation at night would enable the facility to run its licensed activities in the clubhouse.</p>
<p><u>Proponent's Response:</u></p> <p>We have a noise compliant strategy developed conforming with Council and liquor licensing requirements.</p>
<p><u>City's Comment:</u></p> <p>It is agreed that on-site bar and restaurant activities could increase as a result of the proposal.</p> <p>If the proposal is approved by Council, the operator must comply with the Environmental Protection (Noise) Regulations 1997 as well as any liquor licensing requirements stipulated by the Department of Local Government, Sport and Cultural Industries.</p>
<p>Submission:</p> <p>(iii) How the golf balls are recovered after the lights with off.</p>
<p><u>Proponent's Response:</u></p> <p>The last driving range balls are sold 45 minutes before range closes. It is not safe for balls to be collected once lights are off. If there are balls on the range once the lights are switched of they would be collected the next day.</p>
<p><u>City's Comment:</u></p> <p>The applicant's response is considered to have address submissioners' concern.</p>
Accuracy of the Applicant's Acoustic Report
<p>(a) Does not illustrate the location of the driving range weather shelter on the aerial photo so no-one can verify where the modelling location point sources were taken for their simulation.</p> <p><u>Proponent's Response:</u></p> <p>The revised report deals with this.</p> <p><u>City's Comment:</u></p> <p>The contour noise map contained within the revised Acoustic Report for golf club strikes indicates levels are predicted from where the weather shelter is located.</p>
<p>(b) Does not stipulate if a range of golf clubs were used.</p> <p><u>Proponent's Response:</u></p> <p>Metal drivers were used producing the highest noise level.</p> <p><u>City's Comment:</u></p> <p>The applicant's revised Acoustic Report is based on metal drivers being used to determine noise levels. It is considered that a metal driver would generate the most amount of noise between other club types.</p>
<p>(c) Refers to up to 15 users at a time, however states that single point calculations were used - how does 15 golfers hitting balls at the same time change this scenario?</p>

Accuracy of the Applicant's Acoustic Report (cont...)

Proponent's Response:

Golf ball strikes have been modelled as a point source at the driving range, noting that the "clumping" of 15 hits at the one location is considered to be conservative both in terms of noise impact at the neighbour levels and noting that no allowance for a diversity of differing noise levels associated with different clubs have been considered (all 15 strikes "clumped" are people using a driver).

City's Comment:

The revised Acoustic Report has calculated the emission from 15 people teeing off at once as the "worst case" scenario for noise across the shelter. The City considers this to be an acceptable approach to the Acoustic assessment.

(d) The assessable noise levels for golf ball strikes in Table 8 should be adjusted +10dB higher in which case compliance is not achieved in locations R1 and R2 most of the time and R3 some of the time.

Proponent's Response:

This is not applicable in this scenario.

City's Comment:

The City considers noise emissions from golf ball strikes do not meet the definition of impulsiveness as per regulation 9 of the Environmental Protection (Noise) Regulations 1997, due to the distance of the residences to the range. As such, noise penalty adjustments of 10+ db is not considered appropriate to apply in the circumstance.

(e) If we apply the selective methodology of the report then their results could easily be used to infer that some tee boxes around the course would not meet the noise regulations in the daytime.

Proponent's Response:

This is not applicable in this scenario.

City's Comment:

The submission comment relates to a completely different scenario to the proposed development. Levels predicted in the Acoustic Report are based on 15 metal drivers being struck at once and have been compared to the 'LA1' assigned levels bracket which consider the maximum allowable external noise levels and the noise level exceedance.

TABLE 1 – BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
"IF" is the influencing factor.

7. Baseline Assigned Outdoor Noise Level

(f) The report stipulates that the driving range does not comply with noise regulations prior to 7am Mon-Sat and 9am on Sundays, how does that work?

Proponent's Response:

No comment.

Accuracy of the Applicant's Acoustic Report (cont...)
<p><u>City's Comment:</u></p> <p>The applicant's revised Acoustic Report demonstrates compliance with the Environmental Protection (Noise) Regulations 1997, as per the proposed times of until 7pm Sunday to Wednesday and until 8pm Thursday to Saturday. The revised Acoustic Report also indicates the noise emissions will not comply between 10pm and 7am, Monday to Saturday, and between 10pm and 9am on Sundays and Public Holidays, however, these times do not relate to this application and can be addressed through a condition of Development Approval in the event Council support this development.</p>
Light Impacts
<p><u>Submission:</u></p> <p>(i) If there are no customers will the lights be on?</p>
<p><u>Proponent's Response:</u></p> <p>If there are no customers or weather is ultra-bad it is in the businesses best interest to turn off lights and shut the range.</p>
<p><u>City's Comment:</u></p> <p>In the event Council resolve to approve this development, it would be in the operator's interest to have the lights switch off, when lighting is not required, however, having lighting is optional in the evening.</p>
<p><u>Submission:</u></p> <p>(ii) The floodlights installed and operated without Council approval shined directly into nearby properties impacting on areas such as backyards, kitchens, bedrooms and living spaces.</p>
<p><u>Proponent's Response:</u></p> <p>The lighting is now structured to ensure there is minimal impact on nearby properties.</p>
<p><u>City's Comment:</u></p> <p>The lighting previously installed without Development Approval was configured differently to what is proposed in this application.</p> <p>Specifically, the floodlights are proposed to point down at the ground to mitigate obtrusive light spill. The design considerations are discussed in detail in the Legal and Statutory and Comments section of this report.</p>
<p><u>Submission:</u></p> <p>(iii) The lights are not fit for purpose, being more suitable in an industrial area.</p>
<p><u>Proponent's Response:</u></p> <p>The Lighting Report deals with this as per the angel of light.</p>
<p><u>City's Comment:</u></p> <p>The applicant's Lighting Report has been peer reviewed by the City's Lighting Consultant for compliance with the Australian Standard/New Zealand Standards 4282:2019 – Control of the obtrusive effects of outdoor lighting. The lighting design was found to be compliant with the relevant standard as discussed in detail in the Legal and Statutory section of this report.</p> <p>Compliance with the submitted Lighting Report should be included in a condition of Development Approval in the event Council resolve to approve this development.</p>

Precedence
<p><u>Submission:</u></p> <p>(i) Concern that should this application be approved, it sets a precedent for additional lighting and the operating times to be extended.</p>
<p><u>Proponent's Response:</u></p> <p>Not applicable to this application.</p>
<p><u>City's Comment:</u></p> <p>The City's role is to assess and provide recommendations on the proposed development based on its planning grounds, having due consideration as whether it will have a significant impact on the amenity of neighbours.</p> <p>Golf operating times at the driving range will be extended into the evening if this proposal is approved by Council.</p> <p>Future lighting proposals on this site would be addressed on its planning merit.</p>
The City Advertised an Incomplete Development Application
<p><u>Submission:</u></p> <p>(i) Concern that uninformed decisions were made as submitted reports were not verified and corroborated before being offered to public for comment.</p>
<p><u>Proponent's Response:</u></p> <p>Not relevant.</p>
<p><u>City's Comment:</u></p> <p>As with any Development Application that requires public consultation, the City advertised the application as submitted by the Applicant and conducted its own assessment. Any submissions received during the consultation period are considered as part of the City's assessment.</p> <p>As a result of the received submissions and the City's assessment, the proposal was not amended by the applicant. The Acoustic Report was only updated to clarify and address matters raised by the City's Health Department, to demonstrate compliance with the Environmental Protection (Noise) Regulations 1997.</p> <p>The applicant's Lighting Report and revised Acoustic Report have been adequately verified, as is discussed throughout this report.</p>
Recommendation
<p><u>Submission:</u></p> <p>(i) There should be at least two (2) nights a week with no lights and for Thursdays to come under the 7pm cut off.</p>
<p><u>Proponent's Response:</u></p> <p>The lighting is not intrusive as per the lighting report.</p>
<p><u>City's Comment:</u></p> <p>While the City understands the context of this request for lights to be switched off for at least two nights a week, the ability to apply a condition would be difficult as the development complies with the relevant standards.</p> <p>The lighting design considerations are discussed in detail in the Legal and Statutory and Comments section of this report, when it was concluded that the design is considered suitable as the proposal demonstrates compliance with the Australian Standard/New Zealand Standards 4282:2019 - Control of the obtrusive effects of outdoor lighting. To apply a requirement above the lighting standard, where the purpose of the standard is to address this matter specially, in the opinion of the City would be hard to argue.</p>

Recommendation (cont...)

The applicant advised that the demand for lighting is dependent on weather conditions. The lights may not need to be switched on prior to 7pm in summer, resulting in lights potentially only being switched on for one hour, three days a week, between 7pm and 8pm, Thursday to Saturday.

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

Strategic Objective: *Responsive Planning and Control of Land Use - Plan and control the use of land to meet the needs of a growing population, with consideration of future generations.*

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

Metropolitan Region Scheme (MRS)

The subject land is zoned 'Urban' under MRS. The proposal is considered to be consistent with the 'Urban' zoning of the land.

Town Planning Scheme No.2 (TPS2)

The property is zoned 'Special Use Zone.9' in TPS2. 'Special Use No.9' only permits the site to be used as a:

- Golf Course and Ancillary Uses; and
- Reception Centre.

TPS2 defines the term 'incidental use' as a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use. The proposed lighting of the driving range weather shelter is considered to be ancillary to the Golf Course.

Australian Standard/New Zealand Standards 4282:2019 - Control of the obtrusive effects of outdoor lighting (AS/NZS 4282:2019)

It is noted Australian Standards are not Legal and Statutory requirements, but they include standards which can assist Council in its consideration of the amenity impacts of the proposed lighting.

The objective of AS/NZS 4282:2019 is to provide a common basis for assessment of the likely effects of developments that involve the provision of outdoor lighting. A Lighting Report accompanied the application with the report and calculations undertaken for the effects of obtrusive lighting on the residential properties to the north of the driving range. The applicant's Lighting Report has also been subject to a peer review by the City engaging a Lighting Consultant.

AS/NZS 4282:2019 provides for different environmental standards which factors in the ambient light conditions of the area and takes account of land use zoning which in part reflects the function of the lighting and the level of night time activity to be accepted in the area.

ENVIRONMENTAL ZONES

Zones	Description	Examples
A0	Intrinsically dark	UNESCO Starlight Reserve. IDA Dark Sky Parks. Major optical observatories No road lighting -unless specifically required by the road controlling authority
A1	Dark	Relatively uninhabited rural areas No road lighting - unless specifically required by the road controlling authority
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas
A3	Medium district brightness	Suburban areas in towns and cities
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas
TV	High district brightness	Vicinity of major sports stadium during TV broadcasts
V	Residences near traffic routes	Refer AS/NZS 1158.1.1
R1	Residences near local roads with significant setback	Refer AS/NZS 1158.3.1
R2	Residences near local roads	Refer AS/NZS 1158.3.1
R3	Residences near a roundabout or local area traffic management device	Refer AS/NZS 1158.3.1
RX	Residences near a pedestrian crossing	Refer AS/NZS 1158.4

8. Table 3.1 - Environmental zones under AS/NZS 4282:2019

The calculations in the applicant's Lighting Report were based upon an A3 Environmental zone - medium district brightness, concluding that the lighting to the weather shelter complies with the requirements of AS/NZS 4282:2019. Peer review calculations corroborate with the A3 Environmental zone calculations within the applicant submitted Lighting Report.

The City's peer review also notes than an A2 Environmental zone - low district brightness may be more appropriate due to the dark surrounds of a golf course at night. The peer review therefore carried out calculations for an A2 Environmental zone to allow for the dark environment/background of the golf course. This calculation gave a non-compliant result with the upward waste light ratio (UWLR) exceeding the limit set by AS/NZS 4282:2019. This would result in a glow low in the darkened sky above the area of the weather shelter, however, it is noted that the difference in measurement is marginal (e.g. a required UWLR maximum of 0.01 compared to the calculated value of 0.17).

Due to the difference of opinion on the designation of the Environmental zone relative to the proposal which could not be reconciled, a second independent Lighting Consultant was engaged to provide an opinion. On the basis that the Secret Harbour suburb has been well established for a number of years and the characteristic associated with a semi-rural area, the City's second Lighting Consultant considered that the A3 Environmental zone - medium district brightness would be applicable.

The subject land is zoned Urban under the MRS and is predominantly surrounded by residential development. Having regard to the urban location, the City considers that the requirement of A3 Environmental zone should apply for which the proposed lighting is compliant with AS/NZS 4282:2019.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The application complies with the City's TPS2, Australian Standard/New Zealand Standards 4282:2019 and Environmental Protection (Noise) Regulations 1997. The revised Acoustic Report and submitted Lighting Report address the amenity-related aspects of the submitted objections.

Therefore, the proposal for Lighting at the Secret Harbour Golf Links Driving Range Weather Shelter site is recommended for Development Approval.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the proposed Golf Driving Range Lighting on Lot 9045 Secret Harbour Boulevard, Secret Harbour (Golf Links), subject to the following conditions:

1. The development must be carried out in accordance with the terms of the application as approved herein and attached enclosed:
 - Secret Harbour Driving Range Phase 1 Lighting;
 - Type B1 LED weatherproof batten luminaires; and
 - Type F3 LED floodlight luminairessave that, in the event of an inconsistency between the approved plans and requirement of the conditions set out below, the requirement of the conditions shall prevail.
2. The proposed type F3 LED floodlight luminaires at the Driving Range Weather Shelter shall be positioned in accordance with the Lighting Report dated 26 August 2020 and submitted with the application to the satisfaction of the City of Rockingham.
3. The proposed lighting at the Driving Range Weather Shelter shall only be switched on between 5pm and 7pm, Sunday to Wednesday and between 5pm and 8pm, Thursday to Saturday.

Advice

1. This Development Approval relates to the details provided in the Development Application; to undertake the development in a different manner to that stated in the application, a fresh application for Development Approval must be submitted to the City of Rockingham.
2. Noise emanating from the Driving Range Weather Shelter must comply with the Environmental Protection (Noise) Regulations 1997 at all times.

Planning and Development Services Directorate, Planning Services



Reference No & Subject:	PD-008/21	Proposed Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution
File No:	LUP/1265-05	
Applicant:		
Owner:		
Author:	Mrs Sharon Peacock, Special Projects Research Officer	
Other Contributors:	Mr Bob Jeans, Director Planning and Development Services	
Date of Committee Meeting:	18 January 2021	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:		
Lot Area:		
LA Zoning:		
MRS Zoning:		
Attachments:		
Maps/Diagrams:		

Purpose of Report

To seek Council support to advertise proposed Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution for public comment.

Background

Embedded within all Rockingham Strategic Metropolitan Centre Policies is a supplementary 'Central Arts Policy'. The objective of the Policy is to:

'Integrate the arts and culture into the built fabric and the day-to-day functioning of the City Centre with 1% of the capital cost of public buildings and other appropriate public works is intended to be set aside for the integration of an arts component.'

This was a 'non-binding' Policy position, applying to public buildings or works, generally undertaken by the City, within the Strategic Metropolitan Centre.

There was no Policy framework dealing with public art contributions arising from private sector developments within the local government.

Without clear processes or established guidelines regarding the assessment and delivery of privately funded public art, standard conditions (relating to the provision of public art) have not been applied to development approvals from the private sector. In these circumstances, the onus has been on the developer to provide public art for private developments, if so desired. This was rarely done.

Details

With clear guidelines and procedures established in the new Public Art Procedures Manual (which has recently been drafted by the Community Development Division), which includes provision for 'Private Sector Inherited' artwork, it is proposed to expand on the existing City Centre Public Art Policy by requiring certain private sector developments to contribute to public art.

This will be achieved by applying the 'Percent for Public Art - Private Developer Contribution' Planning Policy city-wide.

Where the estimated construction cost of a development is \$5 million or greater, a development approval will be subject to a standard development condition requiring a developer to provide public art to the value of not less than 1% of the total value of the building works.

Research suggests that the estimated cost of development that initiates the requirement to provide public art across other local government areas can vary, however, it generally ranges from between \$2 million to \$5 million.

In this regard, a proponent can nominate to either:

- (i) Provide public artwork in a publicly visible location within the boundaries of an approved development site; or
- (ii) Provide a cash-in-lieu payment to enable the City to procure artwork for installation on public land within the vicinity of the approved development site.

There are a number of development types which will be exempted from the Policy; these include development on land zoned industrial/light industrial, external façade upgrades, servicing infrastructure, demolition and minor residential development.

In lieu of commissioning the artwork detailed in option (i), a developer may nominate to contribute a cash-in-lieu payment in which case, the artwork budget will be administered by the Coordinator, Cultural Development and the Arts, to commission the artwork in accordance with the City's Public Art Procedures Manual.

Implications to Consider

a. Consultation with the Community

Community consultation is undertaken in accordance with the requirements of the Planning and Development Regulations 2015; Schedule 2 - Deemed Provisions for Local Planning Schemes; Part 2 - Local Planning Framework; Division 2 - Local Planning Framework - Clause 4 - Procedure for Making a local Planning Policy.

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 1: *Actively Pursue Tourism and Economic Development*

Strategic Objective: *Investment Attraction - Attract local and international investment to the City to contribute to the local economy.*

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

Town Planning Scheme No.2

The Council may adopt a local Planning Policy in accordance with Part 2, Division 2 of the Deemed Provisions of TPS2.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The application of the Policy will enhance private and public spaces with a diverse range of artwork that will contribute to the cultural economy by improving amenity and adding vibrancy to the City.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the advertising of the proposed Council Policy on 'Percent for Public Art - Private Developer Contribution' (draft) for public comment, as follows:

PLANNING POLICY NO.3.3.25 - PERCENT FOR PUBLIC ART - PRIVATE DEVELOPER CONTRIBUTION

1. INTRODUCTION

The City seeks to facilitate the provision of public art as part of the development application approval process by applying a percent for public art contribution.

Percent for public art as part of the development application approval process forms part of a broader focus which promotes the City as a place of artistic excellence and community pride and contributes toward the delivery of enhanced built form and streetscape outcomes.

2. POLICY OBJECTIVES

The objective of this Policy is to facilitate private sector funded participation in the provision of public art in a publicly visible location within the boundaries of an approved development site or, within the vicinity of an approved development to:

- Apply a clear and consistent approach for the provision of public art as part of the development application approval process;
- Enhance a sense of place by encouraging public art forms which provide an interpretation and expression of the natural physical characteristics and social values of the local area;
- Improve interpretation of cultural, environmental and built heritage; and
- Improve way finding and legibility of streets, open spaces and buildings.

3. POLICY SCOPE

This Policy shall apply where a proponent nominates to either:

- (i) Provide public artwork in a publicly visible location within the boundaries of an approved development site; or
- (ii) Provide a cash-in-lieu payment to enable the City to procure artwork for installation on public land within the vicinity of the approved development site.

With the exception of those types of development listed below, any development application requiring approval with an estimated construction cost to the value of \$5M or greater, shall be subject to a requirement to provide public art to the value of not less than 1% of the building works.

As part of the approval of all applications for development approval with an estimated development cost of over \$5 million, a condition of development approval will be applied requiring the developer to make a contribution equal to 1% of the total construction value for the provision of public art in accordance with either 3 (i) or 3 (ii) above.

Where a developer elects to provide a cash-in-lieu payment, the prescribed amount is required to be paid to the City prior to the issue of a Building Permit. These funds will be expended by the City within five (5) years of the issue of a Building Permit on public artwork within the vicinity of the approved development site.

Exempted Development Proposals

- (i) Development within an area the subject of an approved Structure Plan, Local Development Plan or other planning instrument adopted by the Council that contains alternative requirements for the provision of public art within that area;
- (ii) Development on land zoned:
 - (a) Light Industry
 - (b) General Industry
 - (c) Special Industry
 - (d) Special Commercial
 - (e) Service Commercial
 - (f) Port Kennedy Business Enterprise
 - (g) Community Purposes
 - (h) Special Use
 - (i) Rural
 - (j) Special Rural
 - (k) Special Residential
- (iii) Wholly residential developments containing less than 10 dwellings;
- (iv) External façade upgrade works and/or signage to non-residential buildings;
- (v) Building refurbishments to existing premises of less than 1,000m² floor area; or
- (vi) Development comprised solely of demolition, site works or other servicing infrastructure.

4. PUBLIC ART

For the purposes of this Policy, public art shall include a diverse range of art and may include but not be limited to the following:

- Stand-alone sculptural art
- Statue
- Community/cultural place-making projects
- Murals, tiles or mosaics covering blank walls, floors or walkways
- Building facades
- Landscaping/land-form sculpture

For the purposes of this Policy, public art does not include:

- Promotional branding associated with the subject development
- General advertising signage of any nature
- Art reproductions
- Mass produced play equipment
- Landscaping or hardstand elements approved as part of the development
- Services or utilities associated with the development

5. APPROVAL OF ARTWORK

Public Art Procedures Manual

The City's Public Art Procedures Manual guides the administration and procurement of artworks and includes reference to 'Private Sector Funded' artwork. In this regard, public artwork provided as a cash-in-lieu payment will be administered and approved by the Coordinator, Cultural Development and the Arts against the criteria defined in the subject Manual.

Development Approval

A separate development application is not required to install private sector funded public artwork located within the boundaries of the development site or within the vicinity of the approved development site.

6. STATUTORY BACKGROUND

This Planning Policy has been adopted by the Council under clause 4 of the Deemed Provisions of Town Planning Scheme No.2 and whilst it is not part of the Scheme and does not bind the City in respect of any application for Development Approval, the City is to have due regard to the provisions of the Policy and the objective which the Policy is designed to achieve before making its determination.

Planning and Development (Local Planning Scheme) Regulations 2015 (the 'Act')

This Policy is prepared in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015; Schedule 2 - Deemed Provisions for Local Planning Schemes; Part 2 - Local Planning Framework; Division 2 - Local Planning Policies.

Town Planning Scheme No.2 (the 'Scheme')

The Scheme comprises:

- (i) The Deemed Provisions (as set out in the Act);
- (ii) The Scheme Text; and
- (iii) The Scheme Maps.

7. DEFINITIONS

Developer means the nominated person or parties responsible for carrying out the development and may include the applicant for the development application, the owner of the property being developed or their authorised representative. The property owner is ultimately responsible for fulfilling the obligations of this Policy and any conditions of development approval related to the provision of public art on-site or a cash-in-lieu percent for public art payment.

Development Cost means the approximate cost of the proposed development nominated on the Application for Development Approval form required to be submitted with the development application.

Public Art refers to criteria defined within the City's Public Art Procedures Manual.

8. ADOPTION

This Planning Policy was adopted by the Council at its Ordinary meeting held on xxxx

Engineering and Parks Services

Engineering and Parks Services Infrastructure Project Delivery



Reference No & Subject:	EP-001/21	Tender T20/21-01 - Construction of the Koorana Reserve Clubrooms and Ovals
File No:	T20/21-01	
Proponent/s:		
Author:	Mr Ian Daniels, Manager Infrastructure Project Delivery	
Other Contributors:	Mr Neville Mathews, Projects Supervisor Mr Scott Bennett, Project Officer	
Date of Committee Meeting:	18 January 2021	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:	Koorana Reserve - Reserve No.44065, Warnbro	
Lot Area:	68,804m ²	
LA Zoning:		
MRS Zoning:		
Attachments:		
Maps/Diagrams:		

Purpose of Report

To provide Council with details of the Tenders received for Tender T20/21-01 - Construction of the Koorana Reserve Clubrooms and Ovals, document the results of the Tender assessment and make recommendations regarding award of the Tender.

Background

Tender T20/21-01 - Construction of the Koorana Reserve Clubrooms and Ovals was advertised in the West Australian on Saturday, 24 October 2020. The Tender closed at 2.00pm, Wednesday, 2 December 2020 and was publicly opened immediately after the closing time.

Details

This contract includes the following works:

- All site civil works including clearing of the south/east section of the reserve to create two new soccer fields and one cricket oval;

- Expansion of the cricket practice nets, new shade structures, pathways and a drinking fountain;
- Replacement of the existing centre cricket wicket;
- Refurbishment and expansion of the existing clubrooms;
- Removal of existing floodlighting and installation of new floodlighting to accommodate training and competition lighting levels for soccer;
- Construction of a new car-park off of Royal Palm Drive; and
- Removal and replacement of existing bores and reticulation, plus new reticulation infrastructure to support the new pitches and ovals.

The period of the contract shall be 52 weeks from the date of award with a 12 month defect liability period.

A Tender Assessment Panel comprising of Project Supervisor, Project Officer, Senior Community Infrastructure Planning Officer and a second Project Officer under delegated authority of Director Engineering and Parks Services undertook tender evaluations.

Evaluation of the Tender, in accordance with the advertised Tender assessment criteria, produced the following weighted scores:

Assessment Criteria	Level of Service	Understanding of Requirements	Tendered Prices	Sub total	Local Content* Scoring	Total Weighted Scores including local content
Max. Points	30 Pts	40 Pts	30 Pts	100 pts	5 Pts	105 Pts
Shelford Constructions Pty Ltd	25.70	32.00	28.99	86.69	5	91.69
Pindan Projects WA Pty Ltd	22.80	31.20	30.00	84.00	3	87.00
BE Projects (WA) Pty Ltd	21.80	15.80	25.88	63.48	N/A	63.48

* In accordance with the Request for Tender and the City's Executive Policy - Purchasing of Goods and Services, due to the close scores between submissions, the assessment panel assessed the Local Content initiatives that each submission included. The Tender document package included a series of questions for Local Content which was the basis of the additional five points.

Implications to Consider

a. Consultation with the Community

Not Applicable

b. Consultation with Government Agencies

Not Applicable

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspirations and Strategic Objectives contained in the Strategic Community Plan 2019-2029:

Aspiration 2: *Grow and Nurture Community Connectedness and Wellbeing*

Strategic Objective: *Accessibility - Ensure that the City's infrastructure and services are accessible to seniors and to people with a disability.*

Strategic Objective: *Services and Facilities - Provide cost effective services and facilities which meet community needs.*

Aspiration 3: Plan for Future Generations

Strategic Objective: Infrastructure Planning - Plan and develop community, sport and recreation facilities which meet the current and future needs of the City's growing population.

d. Policy

In accordance with the City's Purchasing Policy, for purchases above \$250,000, a public tender process is to be conducted in accordance with the provision of section 3.57 of the Local Government Act 1995; and Local Government (Functions and General) Regulations 1996, Part 4, Division 2, regulation 11A(1).

In accordance with the City's Executive Policy - Purchasing of Goods and Services, the assessment panel assessed the Local Content initiatives that each submission included.

e. Financial

Tenderers Lump sum pricing is detailed below (all prices are ex GST).

Tenderer	Price Separable Portion 1	Price Separable Portion 2, Item 3	Price Total
Shelford Constructions Pty Ltd	\$4,035,008.00	\$13,864.00	\$4,048,872.00
Pindan Projects WA Pty Ltd	\$3,895,393.63	\$17,731.70	\$3,913,125.33
BE Projects (WA) Pty Ltd	\$4,507,280.53	\$29,238.00	\$4,536,518.53

Budget funds totalling \$4,451,296.00 has been allocated for this project in the 2020/2021 capital work order. This budget amount includes grant funding of \$650,000 from CSRFF and \$30,000 from Cricket Australia. The total lump sum from the recommended tenderer is \$4,048,872.00 and consists of:

- Separable Portion 1 - Construction works (\$4,035,008.00) ; and
- Separable Portion 2, Item 3 - Supply and install of non-irrigated tube stock to oval surrounds (\$13,864.00).

f. Legal and Statutory

In accordance with section 3.57 of the Local Government Act 1995 and Local Government (Functions and General) Regulations 1996, Part 4, Division 2, regulation 11(1).

'Tenders are to be publicly invited according to the requirements of this Division before a local government enters into a contract for another person to supply goods or services if the consideration under the contract is, or is expected to be, more, or worth more, than \$250,000 unless sub regulation (2) states otherwise'.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework. Implications and comment will only be provided for the following assessed risks.

*Customer Service / Project management / Environment : High and Extreme Risks
Finance / Personal Health and Safety : Medium, High and Extreme Risks*

Nil

Comments

Tenderers were required to address the defined qualitative criteria demonstrating their ability to satisfy the required Level of Service and Understanding of Requirements. This criteria, along with the Price consideration, was the basis of the assessment matrix that the assessment panel used to make an informed assessment of the tenderer's ability to successfully deliver the contract scope. Shelford Construction Pty Ltd (Shelford) and Pindan Projects WA Pty Ltd demonstrated high levels of competency and understanding in their submissions.

The Request for Tender was separated into two separable portions:

- Separable Portion 1 - Civil and construction works
- Separable Portion 2
 - Item 1. Turf supply and install Upper Oval
 - Item 2. Turf supply and install of the amenity area
 - Item 3. Supply and install of non-irrigated tube stock to oval surrounds.

Regarding Separable Portion 1, Shelford submitted a clear understanding for Level of Service, specifically regarding its personnel expertise and capacity and provided extensive information on various sub-contractors that would engage as part of this project. Shelford has demonstrated forward planning via staff contingencies demonstrating sound resource management for the project.

Shelford's Understanding of Quote Requirements was supported by excellent detail in relation to its civil and construction methods and site management. A key factor in Shelford's submission was its forethought and consideration of the needs of Koorana Primary School, such as staging works to accommodate school term activities and ensure the school still had open space to undertake its regular curriculum. Within Shelford's reference documents (of previous works it had completed), Shelford identified scope elements similar to this project's scope and how it mitigated risks and managed those works. Shelford factored in key stakeholders, risks and opportunities in the construction program demonstrating a strong awareness for local community, residents and key success metrics for this project.

Regarding Separable Portion 2, the assessment panel is not recommending the award of Items 1 and 2 to any tenderer because the prices do not represent best value for money to the City based on industry investigation. Item 3, however, does represent best value for money, and is recommended for award. City Officers will investigate other options to procure the works in Items 1 and 2.

Following consideration of the submissions in accordance with the Tender assessment criteria, Shelford provided competitive pricing and demonstrated their expertise and capacity to complete the works within the required timeframe, quality standards and within budget. Shelford are, therefore, recommended as the preferred tenderer.

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

1. **ACCEPTS** the Tender submitted by Shelford Constructions Pty Ltd, 131 Dixon Road, East Rockingham WA 6168 for Tender T20/21-01 - Construction of the Koorana Reserve Clubrooms and Ovals in accordance with the tender documentation for the lump sum value of \$4,048,872.00 (Ex. GST) which includes:
 - Separable Portion 1 - Construction works;
 - Separable Portion 2, Item 3 - Supply and install of non-irrigated tube stock to oval surrounds;
2. **REJECTS** Separable Portions:
 - Separable Portion 2, Item 1 - Turf supply and install Upper Oval; and
 - Separable Portion 2, Item 2 - Turf supply and install of the amenity area.

Engineering and Parks Services Director and Support Services



Reference No & Subject:	EP-002/21	Draft Council Policy - Memorials in Public Places Policy
File No:	IFM/207	
Proponent/s:		
Author:	Mr Sam Assaad, Director Engineering and Parks Services	
Other Contributors:		
Date of Committee Meeting:	18 January 2021	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:		
Lot Area:		
LA Zoning:		
MRS Zoning:		
Attachments:		
Maps/Diagrams:	Location of Memorials	

Purpose of Report

To seek Council support to advertise the draft Memorials in Public Places Policy for the purpose of public consultation.

Background

To date, the provision of memorials has been covered under four separate processes:

- The Placing and Maintenance of Memorial Plaques within the City of Rockingham Policy
- The Placing and Maintenance of Memorial Seats within the City of Rockingham Policy
- Roadside Memorial Policy
- Management of the East Rockingham Pioneer Cemetery (Niche Walls).

The City has a range of memorials across the City including:

1. Niche Walls at East Rockingham Pioneer Cemetery
2. Memorial Wall at Rockingham Beach and Waikiki foreshore
3. Memorial Bench Seats primarily along the foreshore reserve
4. Roadside memorials
5. Other memorials such as the Naval Memorial and various war memorials.

Both the Niche Walls at the East Rockingham Pioneer Cemetery (ERPC) and Memorial Wall at Rockingham Beach are full and the Memorial Wall at Waikiki is fully subscribed.

There are 123 memorial bench seats primarily located from Rockingham Beach to Palm Beach and Shoalwater to Safety Bay. The following map provides a snapshot of the density of these items in these locations.



Location of Memorials

In 2016, the City experienced a range of operational and administrative issues with the management of memorials and the provision on new memorial bench seats was put on hold. A number of people have expressed an interest in a future memorial seat since that time.

In 2018 and 2019, the City experienced three significant theft events where plaques were damaged and stolen. A further theft event occurred in early December 2020 and is being investigated and actioned at the time of writing this report. In conducting the processes to identify the extent of the loss, communicate with applicants and arrange repairs highlighted the significant operational and administrative burdens of managing this function.

In conjunction with the construction of the Rockingham Beach Foreshore project, the City undertook consultation with owners of plaques on the Rockingham Memorial Wall in relation to the removal, storage and reinstatement of these memorials as part of the project. These plaques were reinstated on the new seawall in front of the Boardwalk as part of the project.

One roadside memorial has been implemented since January 2018, although there are a number of unapproved memorials located across the district.

Implications to Consider

a. Consultation with the Community

The City has contacted current memorial owners and persons who have made an enquiry for a future memorial to advise them that the draft Policy will be advertised for community consultation. The consultation period will be open for 28 days.

b. Consultation with Government Agencies

Consultation will continue with the Metropolitan Cemeteries Board regarding the provision of public memorials.

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspirations and Strategic Objectives contained in the Community Plan 2015-2025:

Aspiration 3: *Plan for Future Generations*

Strategic Objective: *Preservation and Management of Bushland and Coastal Reserves - Encourage the sustainable management and use of the City's bushland and coastal reserves.*

Aspiration 4: *Deliver Quality Leadership and Business Expertise*

Strategic Objective: *Management of Current Assets - Maintain civic buildings, sporting facilities, public places and road and cycle way infrastructure based on best practice principles and life cycle cost analysis.*

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

Nil

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The management of memorials on recreational reserves is not a core function of the City and does not complement the leisure and recreational purposes of these spaces. The provision of the four memorial processes is disparate and there are no synergies with other services of the City.

The management of memorials is time consuming, requiring a significant amount of direct interaction with the applicant and the time required is significant when a memorial is damaged or stolen.

All memorial and niche walls are fully subscribed or allocated providing no opportunity for additional memorials without significant financial cost in developing and constructing new memorial walls. These walls are significant pieces of infrastructure and do not complement the recreational purposes of the public open spaces in which they are installed. There is anecdotal information that indicates that people avoid these locations because of these walls.

The density of memorial bench seats along the Rockingham Beach to Palm Beach and Shoalwater to Safety Bay foreshores does not meet the principles of effective asset management and absorbs significant resources from the City that could be utilised for other core purposes. Likewise to the memorial walls, people have indicated that they avoid using memorial benches as a result of the perceived 'ownership' of the bench as a result of the plaque.

Roadside memorials are generally installed without City approval. Although they have been shown to have a slight traffic safety benefit, they are not supported by residents adjacent to the memorial location. When an application is received, the City puts in significant effort to find a suitable location away from properties.

Essentially, the provision of memorials on public land is a state government responsibility, managed through the Metropolitan Cemeteries Board (MCB). The MCB utilises its cemeteries as the location for these memorials which provides the necessary security and control to ensure the longevity of the memorials and minimise the ongoing management costs of the service.

The management of memorials on recreational reserves is not a core function of the City and does not generally complement the intended use of these spaces. The City has no opportunity to implement the same level of security and therefore, the impacts on City resources is significant despite the relatively small numbers of memorials in the City.

The draft Policy seeks to stop providing this service other than roadside memorials.

In order to manage existing memorials a 15 year transition process is recommended as this generally aligns with the life of the memorial bench seats and provides consistency across the memorial types. The City at the end of the memorial tenure will seek to return the plaque to the applicant but retain the bench if it is consistent with the needs of the location. At the same time, the City may also consider the removal of the memorial wall at Waikiki (noting that the memorial wall at Rockingham is built into the terraces). In recognising the retention of the bench seats, the Policy also changes the responsibility for the asset from the applicant to the City over the life of the asset. The responsibility for the plaque remains with the applicant, including responsibility for repair or replacement if the plaque is damaged or stolen.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **SUPPORTS** the draft Memorial Policy, for the purpose of public comment, as follows:

Council Policy - Memorials in Public Places

Council Policy Objective

To ensure that existing memorials are managed in an empathetic manner.

Council Policy Scope

This Policy recognises that the appropriate location for memorialisation of individuals is within the grounds of the two existing cemeteries within the district, East Rockingham Pioneer Cemetery or Rockingham Regional Memorial Park.

This Policy does not apply to commemorations for historical events or causes, which will be considered on a case-by-case basis.

This Policy does not apply to requests to name places or facilities for people who have made a significant contribution to the City of Rockingham.

Temporary roadside memorials are permitted for individuals who have died tragically on roads within the district.

Council Policy Statement

Existing Memorial Bench Plaques

All existing memorials on benches across the City are transitioned to a 15 year grant from the date of approval of this Policy.

Any replacement of existing plaques will be subject to the same grant expiry date as the plaque it replaces. The original applicant(s) will be responsible for all costs associated with repair or replacement of the memorial plaque.

The City will be responsible for all costs associated with the repair, maintenance and replacement of the bench.

At the expiry of the grant, the memorial plaque will be removed and, where possible, returned to the first named original applicant or their nominated agent. The City will retain the right to retain the bench seat as a City asset.

Existing Plaques - Waikiki or Rockingham Beach Memorial Walls

All existing memorials on the memorial walls are transitioned to a 15 year grant from the date of approval of this Policy. This will include any reserved (unused) spaces on these walls.

At the expiry of the grant, the memorial plaque will be removed and, where possible, returned to the first named original applicant or their nominated agent.

The original applicant(s) will be responsible for all costs associated with repair or replacement of the memorial plaque during the grant period. Any replacement plaques will be subject to the same grant expiry date as the plaque it replaces.

Memorials will be subject to the same level of maintenance as the wall to which it is attached. Any additional maintenance will be the responsibility of the applicant(s).

Applicants will retain the opportunity to add a second name to an existing plaque. The revised plaque will be subject to the same grant expiry date as the original plaque.

Temporary Roadside Memorials

Temporary roadside memorials (cross or plaque) are to be installed in accordance with the *City of Rockingham Memorial Specifications* and can only be provided for one individual. Where multiple lives are lost in a single accident, each life will be permitted to have individual roadside memorials co-located near the site of the accident.

Roadside memorials using a white cross will only be approved for a period up to 14 months from the date of the accident at which time the cross and all associated materials must be:

1. removed; or
2. replaced with a roadside memorial plaque.

A roadside memorial plaque may be approved for an additional period of two years.

Approval Process

Applications for a roadside memorial must be made in writing. If the application is from an organisation or person other than a family member of the deceased, a letter of permission from the deceased's family is required.

Approval of applications are at the discretion of the City when taking account the wishes of the family and friends of the deceased and nearby residents.

Roadside memorials will be placed as near as possible to the position requested by the applicant. Applicants may compose the wording for the plaque, subject to approval by the City.

Works

Following approval of the application, installation will be carried out by the City. The City will not permit installation by applicants or their contractors under any circumstance.

Costs

All costs associated with roadside memorials are to be borne by the applicant. Full payment is required after approval of the application and prior to the ordering and installation of the memorial.

Maintenance

The City does not undertake any maintenance on roadside memorial plaques.

The City will not be responsible for the replacement of any memorial plaques which are vandalised, damaged or stolen.

Memorial Removal

All memorials will have a finite life as follows:

- Plaques on memorial walls and benches - 15 years
- Temporary roadside memorial cross - 14 months
- Temporary roadside memorial plaque - 2 years.

Council reserves the right to remove any memorial after these timeframes, with all attempts made to return the plaque to the first named original applicant or their nominated agent.

Should an installed memorial become disturbed through works by the City, the memorial shall be removed and reinstalled, if appropriate, in the same location or installed in another location nearby (all reasonable attempts will be made to contact the original applicant prior to works commencing).

Definitions

Memorial - a structure or asset that is placed for the purpose of remembrance of individuals or events.

Legislation

Local Government Act 1995.

Local Government (Uniform Local Provisions) Regulations 1996 - Regulation 6: Public Places and Local Government Property Local Law 2018.

Land Administration Act 1997.

Land Information Authority Regulations 2007 3 - Information prescribed as fundamental land information.

Other Relevant Policies/ Key Documents

Policies and Standards for Geographical Naming in Western Australia.

City of Rockingham Memorial Specifications.

Responsible Division

Engineering and Parks Services

Review Date

Review every XXX years

Schedule of Submissions




Proposed Alfresco Dining Policy and Guidelines

SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Ms Mandy Collins	8 Recreation Drive, SHOALWATER WA 6169	I love this idea - great for businesses and also allows us customers to sit outside! BUT can you look at a Non Smoking policy on the foreshore somehow? I hate it when I am eating and a smoker walks past it's just not on! Thank you for taking my comment seriously :)
2. Mrs Jan Smith	13 Florence Street, ROCKINGHAM WA 6168	Having read through the policy and guidelines, I feel they cover all aspects of Alfresco dining and as long as it stays tidy and clean it will be an asset to the foreshore area. I am unsure about dot point 2 of the Proposal which states "The inclusion of parklets and the Foreshore Boardwalk area". If this means Parklets at the new boardwalk (near the Surf Shop, Sunsets area) I feel these would detract from the open feeling of the area and are unnecessary as they have plenty of room and shade. Other businesses on the road side such as Ostro need the extra space and shade.
3. Mr Jarl Anderson	19 Mckenzie Road, SHOALWATER WA 6169	<p>Short of having read the Draft Guidelines 1.6 mb, but based on my casual experiences from frequenting the area, I have formed views about the Rockingham Beach Road cafe and restaurant strip alongside Churchill / Bell Parks. The main problem is MOTOR VEHICLE TRAFFIC. Thinking about it and analysing it in my mind from all possible angles, it is a headache, probably not easily addressed and may require innovative thinking. This absolute nuisance is in focus on a typical glorious sunny weekend, when crowds gather in the area to enjoy great coffee, food and drinks, relishing in the social mingling and soaking up the atmosphere. With it comes this conveyer of crawling motor vehicle traffic, farting exhaust fumes that drift into the alfrescos and restaurants, gagging an otherwise wonderful experience.</p> <p>Think about it, we as a society have made great strides in restricting cigarette smoking to protect the public from breathing the harmful nuisance of indirect smoking and yet, no-one bats an eyelid over car fumes. Many of these motor vehicles are older models with hopelessly oversized engines, not terribly suited for idling and belching out badly combusted fumes. It is not right for motor vehicle traffic to mix with a cafe and restaurant environment in such close quarters. Also, unfortunately and not uncommonly, the odd boofhead wants to show off on his dinosaur technology non-muffled Harley Davidson, but I guess it is all part of the fun - the boofhead's.</p> <p>If not totally eliminating Motor vehicle traffic along the Rockingham Beach Road cafe and restaurant strip, it must be curtailed to the point of discouragement. A few suggestions;</p> <ul style="list-style-type: none"> • Narrow the lane to one vehicle and make it ONE WAY traffic from Railway Terrace to Wanliss Street and repurpose the reclaimed road lane (repave) for the benefit of pedestrians and cyclists. Voila! solved, plenty of room for all. • Drop speed limit to 25km/ph • Through unmistakable signage, make it clear the whole strip is PEDESTRIAN RIGHT OF WAY • Instead of instructing/confusing pedestrian to give way to motor vehicle traffic (safety misconception, based on 20th Century thinking), establish zebra crossing at every natural pedestrian street crossing point. <p>Just a few thoughts to rip into, kind regards</p>

Schedule of Submissions
Proposed Alfresco Dining Policy and Guidelines

SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
4.Mr Steven Belohlawek	7 Windarra Way, HANNANS WA 6432	Please do the utmost to encourage alfresco dining. We have beautiful scenery in Rockingham and it should be a selling point to take a meal and enjoy the views. Ensuring areas around dining places are kept clean. The pavement outside the restaurants shown in your photo is quite dirty.
5.Mrs June L Cordingley	Unit 3, 1 Railway Terrace, ROCKINGHAM WA 6168	I have concerns about the size and colour of umbrellas in front of the foreshore restaurants, and how far out from the building they will be allowed to extend. Currently one establishment has very large umbrellas covering most of the usable area at the front of the premises. This shows little regard for those living above as they have to look out on a sea of black. Also, as the number of rowdy patrons is increased in that area, so will the noise. Who will ensure that numbers are not greater than what is allowed and that noise levels are controlled? Have I read correctly that anyone is able to sit at tables and chairs in the council owned portion of the area even though they are not customers of that restaurant?
6. Mr Barry Gaskin	Unit 6, 1 Railway Terrace, ROCKINGHAM WA 6168	<p>Proposed Alfresco Dining Policy and Guidelines</p> <ol style="list-style-type: none"> <u>Open for comment</u> Proposed Alfresco Dining Policy and Guidelines <p>To whom it concerns.</p> <p>Please see attached a photo of the Umbrellas approved by the Serpentine-Jarrahdale council in one of their commercial areas.</p> <p>As you can see they are unobtrusive and can be locked in for high winds or easily removed to comply with Rockingham City requirements.</p> <p>There is no large metal base to move every morning and Night making noise when the residents are in bed, and no "sore back" issued due to the weight of the bases, yes people friendly.</p> <p>They are a proven safe system and one of your project manager has told me the system is used in other areas of the Rockingham shire.</p> <p>The system will not allow a mass of umbrellas to be placed side by side creating an unsightly awning and once the amount and positioning of umbrellas is agreed with the people applying to have them they cannot be added too without additional permission also it will stop Umbrella creep out onto the new beautiful Boardwalk, once in place that is it.</p> <p>Maintenance to the front of the boardwalk building, yes they can be easily removed to gain access for cleaning, plastering and painting when required.</p> <p>We believe this style will complement the already style supplied by the Rockingham City Council.</p> <p>I have taken the manufacturer details for your reference (ref Photo).</p> <p>I declare I have no conflict of interest with supplying details as I only know about them by having food and taking details. I do not personally know or deal with the supplier.</p> <p>If possible could we request the Rockingham City Council recommend they have a more pastel coloring and non-reflective material as they will be placed under the residents of the Boardwalk Lounge and bedroom window.</p> <p>Thanks and Regards</p>

Schedule of Submissions
Proposed Alfresco Dining Policy and Guidelines

SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.6 Cont...		  
7.Mr Stewart M Digney	Unit 5, 1 Railway Terrace, ROCKINGHAM WA 6168	<p>To whom it may concern</p> <p>I am a residential owner at 1-3 Railway Terrace (the Boardwalk) and I fully endorse this proposal for umbrellas on the boardwalk. I would also like to see the large orange one changed for an aqua colour to better suit the area, I look directly out on the orange one and it is an eyesore that directly impacts residents. I believe an aqua colour would blend in better.</p> <p>Regards</p> <p><i>NB. This submission then referenced the exact information provided in the above submission by Mr Barry Gaskin – without the photos</i></p>
8. Mr Stephen J Spiers	35 Bell Street, ROCKINGHAM WA 6168	<p>Regarding the foreshore alfresco restaurants. I think having colourful beachy umbrellas advertising Rockingham would look wonderful compared to the oddball ones that are there now. Have different colour ones to identify each restaurant but the same uniform design. Council can up the alfresco rent enough to cover the ongoing cost of the umbrellas and they should be council provided on a wear and tear basis.</p>



Alfresco Dining Guidelines



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Alfresco Dining Guidelines

The purpose of these Guidelines is to provide information and guidance to registered food businesses which wish to establish an alfresco dining area within the City of Rockingham.

The Guidelines set out the conditions for alfresco dining areas and provides a framework which applications for alfresco dining permits will be assessed and for alfresco dining areas to be managed.

An alfresco dining permit is not required for outdoor dining activities:

- on private commercial or industrial land, where development approval may be required;
- as part of an approved outdoor event; or
- not associated with a registered food business.

Applications for an alfresco dining permit can only be made by a food business that has a Certificate of Registration issued by the City's Health Services.

THE PERMIT

A permit for alfresco dining will allow the permit holder to place approved furniture and equipment on the footpath or public area in front of their food premises. The permit does not grant exclusive rights over the relevant public space and the permit holder cannot exclude the general public from using tables and chairs provided for the purpose of alfresco dining.

An alfresco dining permit will be:

- issued in the name of the applicant
- transferable at the City's discretion
- valid only for the times and dates on the permit
- valid only for the area stipulated on the permit
- valid only for the activity described on the permit
- subject to fees and charges
- subject to conditions of approval

Permits will be issued for one financial year and expire on 30 June each year. Applications for renewal of the permit must be made one month prior to expiry.

The City may amend permit conditions by written notice to the permit holder at any time with or without consultation of the permit holder.

The City reserves the right to cancel or suspend a permit at any time to ensure public safety is maintained, or for breach of permit conditions.

PERMIT APPLICATIONS

An application for an Alfresco Dining Permit must be made on the approved application form. **(See Appendix 1)**

Applications will be considered on their merits and assessed against the criteria in these Guidelines.

ALFRESCO DINING GUIDELINES



An application for a permit which proposes permanent fixtures such as screens, enclosures, canopies or other permanent shade structures and signage, may constitute development and require development approval from the City.

No furniture, fixtures or other equipment are to be placed in the defined alfresco area until:

- all approvals have been granted, including development approval where required.
- payment is received of all fees.
- a Certificate of Currency showing the required level of Public Liability Insurance is returned to the City and endorsed by the permit holder's insurer.

Application Requirements

Applications for an Alfresco Dining Permit should be submitted with the following information to ensure efficient application assessment.

1. Completed application form (**See Appendix 1**);
2. Details of Public Liability Insurance for \$20 million dollars with indemnity provision to also include any proposed permanent structures;
3. A plan of the proposed alfresco dining area, indicating; size and location in the public area, location of any proposed barriers or planter boxes, anticipated diner numbers and the proposed hours of operation;
4. Images and information and/or manufacturers brochure showing any furniture, umbrellas, heaters or cooling units and the like proposed for use in the alfresco dining area;
5. Information on how equipment such as umbrellas and barriers are to be secured;
6. Images of the site and the surrounding context, showing location of any public facility (bus stop, post box etc), any street furniture, street tree or rubbish bin, and any parking restrictions, accessible parking bays or loading zones;
7. Information on any proposed signage or advertising to be used in the alfresco dining area; and
8. Payment of fees and charges.

Please note that upon assessment of the application further information or documentation may be required, dependant on the location.

A successful application will result in an Alfresco Dining Permit being issued. City Officers may attend and inspect the set-up of the alfresco dining area to ensure compliance with the Permit conditions of approval.

Insurance

Public Liability Insurance provides the applicant with insurance cover for their legal liability to third parties for injury and/or property damage arising from the alfresco dining area. The applicant must hold a current Public Liability Policy with an APRA (Australian Prudential Regulation Authority) approved insurer.

ALFRESCO DINING GUIDELINES



A copy of the applicant's Public Liability Insurance (Certificate of Currency) with a cover of not less than \$20,000,000 (twenty million dollars) must be provided with the application for an Alfresco Dining Permit.

Fees

Fees are established in accordance with Sections 6.16 to 6.19 of the Local Government Act 1995 and may be reviewed annually. Fees and charges for the current financial year can be found on the City's website.

Change of Owner / Transfer

An Alfresco Dining Permit is issued in the name of the applicant. Where there is a change of owner of the food business associated with the Alfresco Dining Permit, the new operator can complete an Application for Alfresco Dining Permit form and forward it to the City with the required fee for a new Permit to be issued.

A change of owner / transfer is only to be completed where the new owner / operator does not make any changes to the defined alfresco area, and the number and type of tables and chairs or fixtures noted on the existing permit. If any changes are made, then a new application must be submitted with the appropriate information and fee.

PERMIT CONDITIONS

Location

Alfresco dining areas will only be approved where the location, size or layout will not compromise public access, circulation, safety of patrons or other street users, and must not block sight lines for pedestrians or vehicles.

Generally, alfresco dining areas can only be established outside the food business to which they relate (not encroach across neighbouring property lines) and on footpaths with a width of at least 3.1m. Alfresco dining areas must not obstruct any fire escapes or emergency exits.

Should the proposed alfresco dining area include any City infrastructure (eg litter bin, public seat etc), the City is under no obligation to remove this infrastructure to allow for commercial use of the public area. If the City agrees to relocate or remove any City infrastructure, the business that makes the request will be liable for the costs involved.

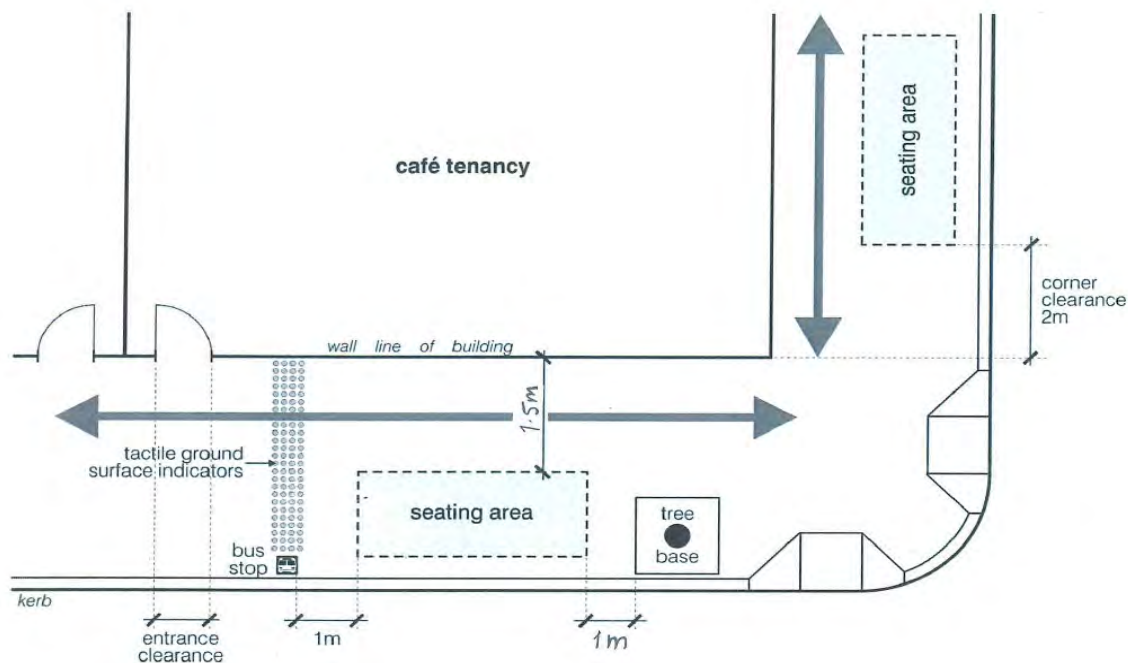
Minimum setback requirements for an alfresco dining area are as follows:

- 0.6m from kerb (near normal parking, or where there is no adjacent parking);
- 1.5m from kerb when near accessible parking;
- 1m from any public transport access point, bus zone or taxi stand;
- 1m from any driveway crossover or pedestrian crossing;
- 1m from any service object including fire hydrant, utility pit, drain, public seat, bike rack, pay phone, parking meter, rubbish bin or the like;
- 1m from any landscaped area or street tree (measured from the outside of the street tree pit or grate);
- 1m from loading zone; and
- 2m from the corner alignment of the building at street intersections.

ALFRESCO DINING GUIDELINES



Figure 1 - Clearances required around the alfresco dining area



Pedestrian Access

The primary function of a footpath is to provide access for pedestrians and other users travelling along the street. This clear path of travel, which is to be maintained on all public footpaths before other users are considered, is referred to as the pedestrian clearway.

The pedestrian clearway must provide a consistent and predictable path of travel for each street block. Pedestrians must be able to make normal use of the footpath without being obliged to manoeuvre around street furniture or street trees, step onto the road at any point or make other unwarranted detours. This means that alfresco dining areas along one street must all have the same pedestrian clearway alignment.

The minimum clear pedestrian clearway width to be provided at all times is 1.5 metres. In areas of heavy pedestrian traffic, a wider pedestrian clearway may be required and in some locations alfresco dining may be unsuitable.

The default alignment for the pedestrian clearway is adjacent to the building line, running parallel with the street. **See Figure 2**

Where conditions are suitable, the City will consider a kerbside pedestrian clearway alignment. **See Figure 3**

The permit holder is to ensure that all furniture, fixtures and any objects associated with the alfresco area are retained in the approved area at all times and do not encroach into the pedestrian clearway or other areas of the footpath.

ALFRESCO DINING GUIDELINES



Figure 2 - Shows the default alignment for the pedestrian clearway

This clear path of travel is in a consistent location on the block and is predictable for pedestrians

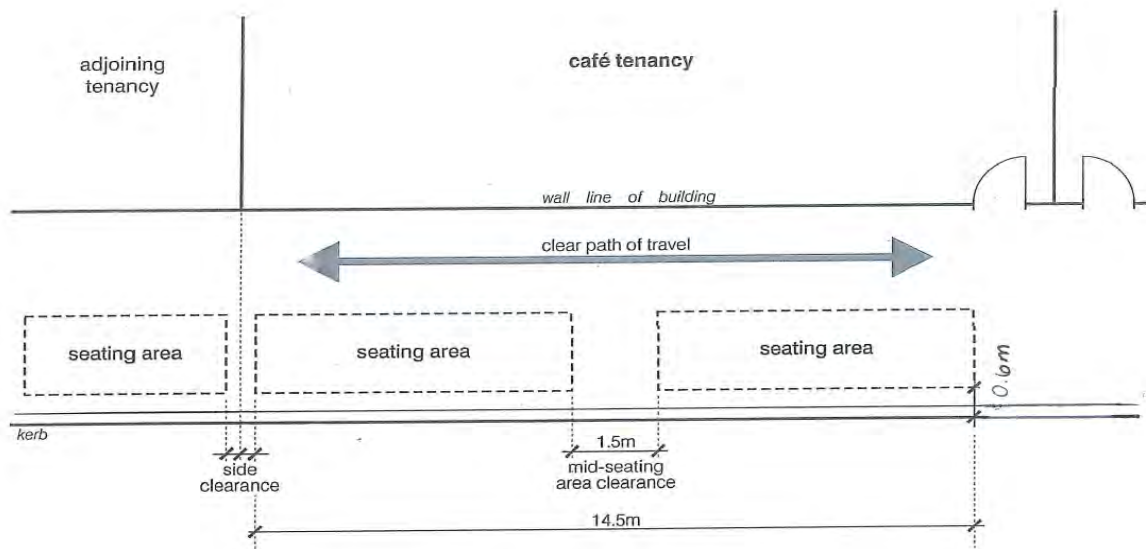


Figure 3 - this clear path of travel is in a consistent location on the block, and is predictable for pedestrians.

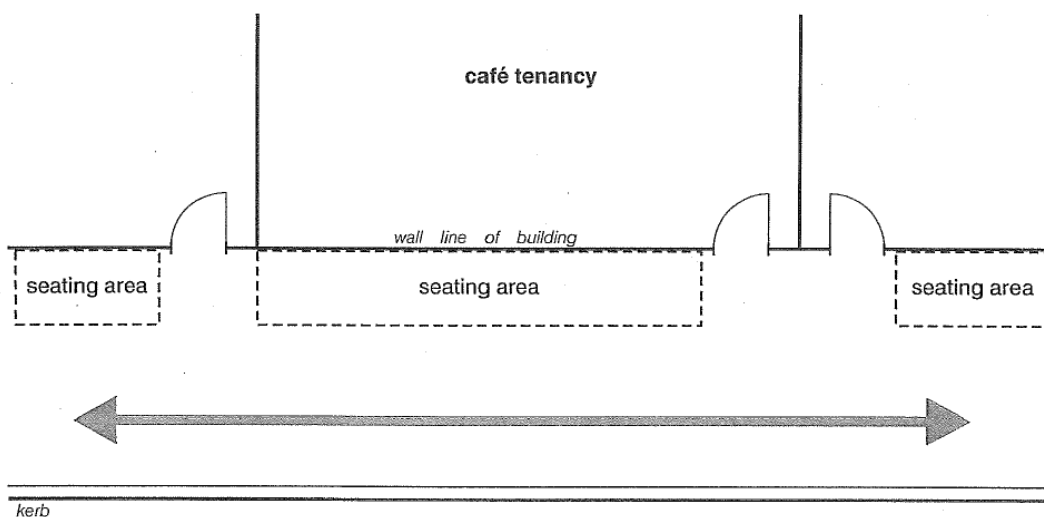
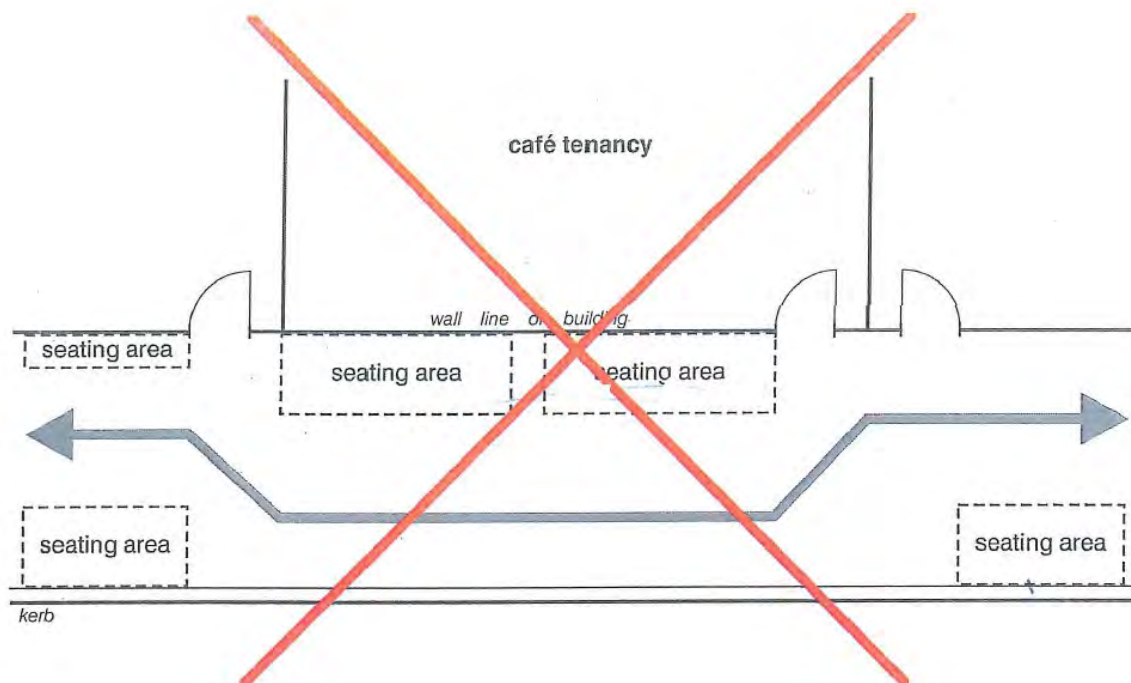


Figure 4 - this pedestrian clearway is not in a consistent location on the block, and is not predictable for pedestrians.



Furniture and Equipment

Alfresco dining furniture including barriers and other equipment, must be maintained in physically sound and aesthetically acceptable condition and in a good state of repair. They must be designed so that corners and fastenings do not create a potential hazard for pedestrians and patrons. Furniture and equipment must be sturdy enough to withstand strong winds and be easily packed or folded away.

All furniture and equipment including barriers must be placed and kept within the area defined in the permit during operation of the alfresco dining and must not compromise the access and safety of patrons, pedestrians or road users.

All furniture and equipment including barriers is to be free standing and removable, unless specific approval has been given by the City for permanent fixing.

Design requirements

- The design of the furniture, including barriers used for the alfresco dining area should be in keeping with the style and character of the host building and reflect the interior image of the business
- Alfresco dining patron numbers will be determined on assessment of each application, but will not exceed an occupancy of one person per m².
- White tabletops and white chairs are not permitted in alfresco dining areas due to the possibility of glare.

ALFRESCO DINING GUIDELINES



Removal and storage of furniture

- All furniture must be removed from the alfresco dining area at the close of business each day, unless otherwise permitted by the City.
- Where furniture or equipment has been permitted to remain on the footpath or public area during the hours of darkness, illumination of the obstructions shall be provided by the permit holder and is to be approved by the City.

Umbrellas

Umbrellas are permitted, provided they:

- have a minimum clearance of 2.1 metres above the footpath level to prevent injury to patrons and pedestrians
- are adequately secured against the effects of adverse weather, and are closed or removed during strong wind conditions. Details in regards to how the umbrellas are to be secured is to be provided with the application
- are maintained in good condition at all times
- removed from the footpath when not in use, unless approved by the City
- do not include side curtains
- are not reflective or create glare

Planter boxes

Planter boxes are to be of a design approved by the City, and must not block sight lines for pedestrians or vehicles. Planter boxes must be constructed of durable materials and the physical appearance must complement the streetscape character of the area.

Watering and discharge from the planter boxes must not enter into the stormwater system, stain the pavement area or create a hazard for pedestrians.

Vegetation in planter boxes is to be maintained and replaced as necessary.

Barriers / Screens

Portable screens must be appropriately secured at all times to maintain safety in adverse weather conditions (e.g. weights/sand bags).

Screens must be aligned parallel to the kerb or designated alfresco area, be retained within the approved area, and must not block sight lines for pedestrians or vehicles.

Heating and Cooling equipment

Any proposed heating or cooling units will need City approval. The units should be specifically designed for outdoor operation and should be equipped with emergency shut off valves.

If gas heaters are used they should:

- turn off automatically if they are overturned,
- be turned off when the alfresco area is not in use,
- be stored safely, as per AS/NZS 1596

ALFRESCO DINING GUIDELINES



The use of BBQ's and cooking equipment in alfresco dining areas is generally not supported, but may be considered on an individual basis as part of the Alfresco Dining Permit application. Consideration will be given to public safety, egress and the suitability of the proposed location.

Lighting

Where alfresco dining occurs outside daylight hours, adequate lighting must be provided and maintained by the permit holder.

Lighting must be evenly distributed across the alfresco dining area to ensure the safety and amenity of both patrons and pedestrians is met.

Lighting must not cause a nuisance by way of light spill to nearby premises or impede road users vision.

Electrical Installations

All electrical installations connected to lights, devices or appliances situated in or about the alfresco dining area are to be undertaken by a licenced electrician and a Certificate of Compliance provided to the City in regards to the works.

Electrical installations and power cords must not be placed in any manner or in any place which may be detrimental to safety or interfere with or obstruct the safe passage of pedestrians or vehicles.

MANAGEMENT OF THE PERMIT AREA

Maintenance

The permit holder is to maintain the alfresco dining area, including the pedestrian clearway, in a clean, hygienic and tidy state at all times including:

- frequent sweeping and spot mopping during trading hours to ensure that spillage of food, beverages and grease does not cause staining to the footpath
- litter is to be managed to ensure it does not escape within or outside the designated dining area
- cleaning the area at the close of the business day, including hard to reach spaces around furniture and structures
- only non-penetrating alkaline products should be used for cleaning the alfresco paving
- preventing waste, sweepings and wash down water from entering the gutter or stormwater system
- disposing of waste within the proprietor's rubbish bin and not into public litter bins
- ensuring the area is free of trip hazards

The permit holder is responsible for maintenance of the alfresco dining area and shall make good to the City's satisfaction, any damage or staining to the surface.

The permit holder is to maintain all furniture and fixtures in a good state of repair at all times, and ensure that any heating and cooling units are serviced and maintained regularly and that any lighting is maintained in good working order.

ALFRESCO DINING GUIDELINES



Food Safety

The permit holder is to maintain food safety standards by:

- taking all reasonable precautions to prevent food and beverages being contaminated when conveyed to the alfresco dining area
- only lay out cutlery, crockery and glassware when a meal is ordered
- only prepare food and beverages within the food premises, unless a separate approval is granted by the City's Health Services
- disposing of meal remnants promptly to discourage birds or other pests from frequenting the area

Patrons

The permit holder is to ensure the orderly conduct of patrons within the alfresco dining area to ensure no disturbance or nuisance is caused to users of land adjacent to the area or to vehicles or pedestrians travelling along the area.

Entertainment

The permit holder is to ensure that noise generated from activities in the area (includes any music and patron noise) comply in all respects with the Environmental Protection (Noise) Regulations 1997. Consideration should be given to nearby land uses before allowing music in the alfresco dining area.

Hours of operation

The hours of operation of the alfresco dining area will be limited to the hours of operation of the adjacent food business, however, the City may further limit alfresco trading with consideration to amenity and proximity to residential properties.

Liquor Licence

The consumption of alcohol within an alfresco dining area is permitted subject to the permit holder obtaining the necessary approvals from the Department of Local Government, Sport and Cultural Industries. A copy of this approval is to be provided to the City.

Table service is mandatory for alfresco dining areas with a liquor licence when the pedestrian clearway is adjacent to the building line (refer **Figure 2**).

Toilets

The applicant must demonstrate that acceptable toilet facilities are available in the premises to accommodate patron numbers. Patron numbers includes the combined seating both inside the premises and in the alfresco dining area, and toilet facilities are to comply with National Construction Code and Building Code of Australia requirements.

Dogs

Permit holders considering a 'dog friendly' alfresco dining area must ensure:

- dogs do not enter the food business - unless they are a guide/assistance animal

ALFRESCO DINING GUIDELINES



- the premises has implemented a dog management policy, with staff trained in appropriate hygiene and cleaning practices, identification of potential tripping hazards and corrective actions and procedures
- that dogs in the alfresco area will need to be kept under effective control by means of a physical restraint by the owner or person responsible for the animal
- that patrons understand that dogs are not allowed to be or cause, a nuisance within the alfresco dining area.

Advertising and Signage

Alfresco dining areas are to be visually attractive and not dominated by advertising. Only advertising in the form of the business logo or the name or logo or name of products used / sold by the business is permitted.

Advertising of items not related to the business is not permitted in alfresco dining areas.

All signage and advertising on permanent fixtures or structures will require Development Approval

Smoking

Smoking (including e cigarettes and vaping devices) is not permitted in alfresco dining areas.

Access and inclusion for people with a disability

The City strongly encourages that consideration is given to make your alfresco dining area accessible. Making an alfresco dining area accessible to people with a disability is more than just providing access for wheelchairs. People with a disability can face a number of barriers and the following should be considered;

Outdoor Dining

- Is your furniture stable?
- Can a wheelchair fit easily under at least some of your tables? As a guide a table surface height of 750mm - 850mm is recommended.
- Can a wheelchair access the outdoor dining area without impeding the pedestrian access way?
- Is your seating access friendly? As a guide seating height of 450mm - 520mm is recommended.
- Is there sufficient lighting (without glare) in the area to assist those with vision impairment?
- Does the colour of your furniture contrast with the area around it, enabling the vision impaired to navigate the space?
- Does your premises offer an accessible toilet?

Menus and Cutlery

- Are your menus in large font and easy to read?
- Do you have hard copy menus that can be read at the table rather than having to locate a menu board?
- Is your crockery and cutlery easy to hold and use?

ALFRESCO DINING GUIDELINES



General Accessibility

- Are your staff made aware of the considerations to make alfresco dining areas more accessible?
- Are your doorways clear of hazards?
- Are any steps clearly marked?
- Are there any head height hazards?

Guide Dogs and Assistance dogs

- Is there space for a guide/assistance dog to be placed without impeding the pedestrian access way?
- Is a water bowl available on request for guide/assistance dogs?

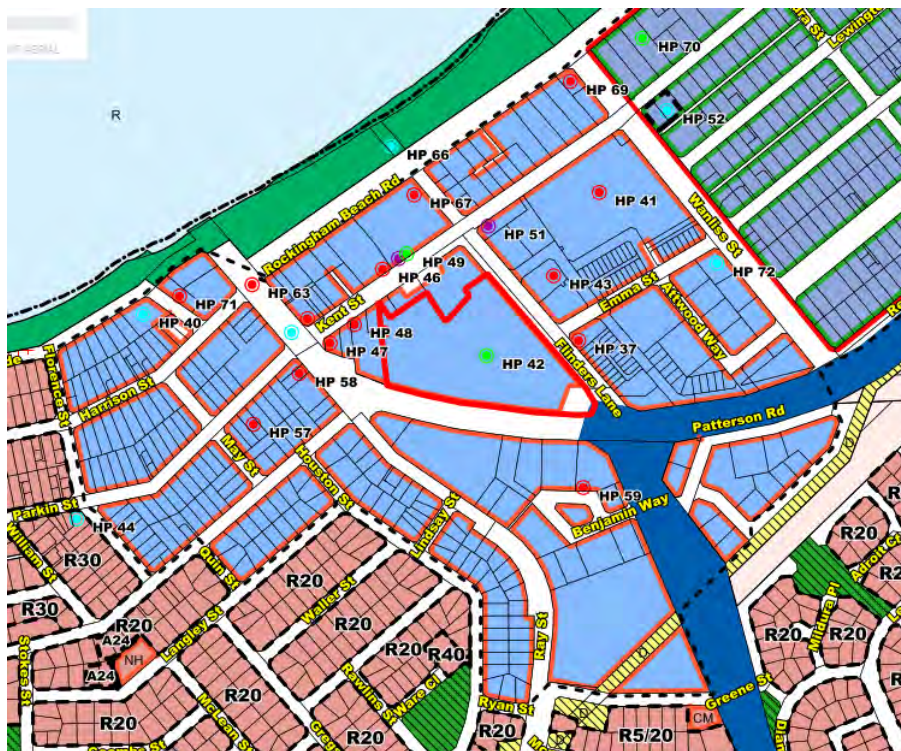
Considering these aspects is important for making your alfresco dining area accessible to people with disabilities. If you require any assistance regarding accessible alfresco dining areas, please contact the City's Access and Inclusion Officer on 9528 0333, who can provide further assistance.

Special Precincts for Alfresco Dining

The following are nominated as special precincts:

- Waterfront Village zone
- Foreshore boardwalk

Waterfront Village (area shaded light blue)



ALFRESCO DINING GUIDELINES



Alfresco dining areas located in the Waterfront Village special precinct attract an additional cleaning area fee dependent upon the size of the proposed alfresco dining area.

Foreshore Boardwalk (area shaded yellow)



Alfresco dining areas located in the Foreshore Boardwalk special precinct attract an additional cleaning area fee for the Waterfront Village precinct.

Foreshore Boardwalk additional considerations:

- Discs have been installed in the Foreshore Boardwalk paving. Alfresco dining is permitted up to the discs.
- The City will not support any permanent shade structures being attached to the adjacent building.
- When alfresco upgrades are planned, consideration is to be given to utilising a higher standard of furniture that will complement the materials used for the Foreshore Redevelopment

ALFRESCO DINING GUIDELINES



Parklets

There are some locations where the City will consider the creation of a 'parklet'. Parklets are temporary moveable structures placed in car parking bays, providing publicly accessible seating and amenities for the community, including alfresco dining for adjacent food premises. Parklets are required to comply with both the Alfresco Dining Guidelines and Planning Policy 3.3.24, and are subject to applications for both Development Approval and Alfresco Dining.

Further Information

For further information, or for assistance in preparing and lodging an application, please contact the City's Health Services on 9528 0333.

Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Mr Steven Belohlawek	7 Windara Way HANNANS WA 6432	<ul style="list-style-type: none"> - Do we really have to clear every last remanent of bushland in Rockingham? - Really disappointing to see the new waste incinerator clear yet more of the buffer zone when there are so many existing vacant blocks of land.
2. Ms Cheryl Blechynden	24 Valour Bend BALDIVIS WA 6171	Sorry with the paperwork sent I can't make head nor tail of the maps. Obviously 2 separate areas but addresses look the same kinda. Seems a waste of time when you can't work out what your doing.
3. Mrs Sarah Kemp	206 Fifty Road BALDIVIS WA 6171	<p>I have just received the proposed amendment to structure plan I am a little concerned regarding the amendments And what may be going into the commercial development. Firstly I am concerned regarding the reduction of the originally proposed block sizes/increased density. Baldivis has some beautiful areas comprising of larger block sizes and green spaces but it is becoming swamped with smaller cottage style blocks and streets that look devoid of nature, identity and everyone living on top of each other. I would be really nice for further developments to give the opportunity for buyers to live on bigger blocks and for the streets and landscaping to embrace the rural vibe that baldivis certainly used to have which would surely increase the quality of living for both existing and new residents.</p> <p>My second concern is for the commercial development. I completely oppose the possibility of fast food outlets trading in that space. I feel baldivis has its share of fast food outlets appropriately located. Baldivis square is a nicely developed commercial space with cafes and restaurants, would Fifty Road be similar to this? Also has there been consideration for a small police station or Policing hub in the location? With the exponential growth of Baldivis the need for this is becoming more apparent.</p>
4. Mr Matt Drage	13 Sahara Drive BALDIVIS WA 6171	<p><u>Submission 1</u> I'll say this plain and simple. Leave that area alone, leave the goddamn bush be, I'm sick of all the clearing of the bushland which is why I moved down here. I may move away cause this is getting stupid and it's not needed Pissed off local.</p> <p><u>Submission 2</u> Do NOT want this to go ahead, noone in the local area does, we want the bush to remain as it as its the reason we moved here. Traffic at the school is bad enough and this would compound it. LEAVE THE BUSH ALONE, theres plenty of unused blocks still with no property on them. Theres too much here as it is (residents).</p> <p><u>Submission 3</u> Id like to say I dont want that bushland to go. There is enough built round here and its unnecessary to wipe out that bush. Traffic round the school is bad enough as it is and that would make it alot worse.</p>

Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
5. Mrs Haylee Capelinh	19 Rushmore Loop BALDIVIS WA 6171	As a local resident I do not wish for a petrol station to be so close to the residential area and the school. I also ask the council to seriously consider the proposed changes to lot sizes, their proposals are far too small for the family demographic.
6. Mrs Liz Turland	Bristlebird Approach BALDIVIS WA 6171	Higher density residential is not required. There are plenty of smaller blocks, most families living in Baldivis have young children that need space to grow.
7. Mrs Lynette Tomassi	20 Valour Bend BALDIVIS WA 6171	I live close by and I am totally against this proposal. The density of Baldivis is already too much. These subdivisions are affecting the price of the already established homes. We moved here for the country feel but the blocks are getting smaller and smaller. I understand development needs to happen but you shouldn't be able to hear your neighbours toilet flush. Enough! This is pure greed and I am against it being changed. 450sqm is already too small.
8. Ms Louise C Bloom	28 Birdsville Drive BALDIVIS WA 6171	Don't see the need for it, especially the commercial. Shop space available in stock lands and over near Spudshed. Whilst the area desperately needs some of its bushland retained. If have to develop it, make it bigger living blocks and no commercial.
9. Mr Steven A Pickard	20 Cassack Street BALDIVIS WA 6171	Proposed amendment 311 fifty rd Baldivis. In my opinion the last thing this area needs is more commercial zoning so close to a primary school. The area is already hazardous for children traveling to school without adding more traffic to the area. The proposed commercial developments are not needed in this area as there are plenty of grocery stores, service stations, fast food outlets and liquor stores throughout Baldivis already and having these outlets so close to the primary school would be ridiculous. Reclassifying zoning to accommodate more smaller block sizes is the last thing that Baldivis need more of. There are plenty of vacant smaller block sizes at housing estates north of safety bay rd already
10. Mrs Dorothy Pye	24 Bates Way WARNBRO WA 6169	I don't think there is a need for commercial premises to be built on the land as there are several super markets already in the Baldivis area if anything this stand of land should remain bush for flora and fauna Baldivis has been bulldozed into a housing estate it is fast losing its identity and heritage. I think the Council should start looking at the bigger picture we will still have growth within the area but plans must be put in place to stop the erosion of soils that these old trees are keeping that soil intact There is a problem with global warming, soil erosion & salt is Rockingham council going to mitigate this and be responsible.
11. Mr Damian Shephard - Stockland		Thank you for the opportunity to comment in relation to the above matter. As Australia's largest diversified property company, Stockland has a large portfolio of projects in Perth, and is focused on creating places that meet the needs of communities. Throughout our 20+ years in Western Australia, we have partnered with local and state governments to deliver affordable homes, vibrant shopping centres and quality retirement living communities that meet the needs and wants of our customers and the community

Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.11 – cont...		<p>In considering the proposed amendment to the existing LSP, it is important that there is consideration given to the wider community and the overarching intent of retail planning which aims to provide an equitable and predictable distribution of jobs, services and amenities throughout the community. It is crucial that shopping centres integrate and interact with one another in order to provide the best possible amenity to customers and residents alike.</p> <p>It is this strategic consideration which identifies the type, size and locations of each retail centre within the community, seeking to reduce the overall need to travel and support the use of public transport, cycling and walking. With this in mind, it is important to note that there is a holistic planning approach to retail centres within the Perth metropolitan area and in the City of Rockingham that identifies activity centre hierarchy and location, which directly corresponds with the viability and sustainability of these centres.</p> <p>STOCKLAND BALDIVIS SHOPPING CENTRE</p> <p>Stockland's interest in this proposal is as the owner of the Stockland Baldivis shopping centre, which is 2km south of the area subject to the proposed amendment. The City's Local Commercial Strategy (LCS) and State Planning Policy 4.2: Activity Centres for Perth and Peel (Spp4.2) identify Baldivis as a district activity centre. The shopping centre is the primary component of the Baldivis district activity centre. The shopping centre has over 35,000sq. m of NLA, most of which is retail NLA. Stockland has expanded the shopping centre over time and is also progressing the development of its other landholdings in the activity centre, including recent approval of a childcare centre at the corner of Atwick Terrace and Nairn Drive. Stockland's landholdings in the activity centre remain extensive, and there is a long-term strategic intent to grow the activity centre to fulfill its full function as outlined in Spp4.2.</p> <p>Stockland's core consideration in relation to the proposed structure plan amendment is its potential impact on the immediate and long-term viability of Baldivis - in terms of fulfilling its district level function and meeting the City's strong objectives of concentrating activity in an urban town centre setting.</p> <p>The proposed LSP amendment is not in accordance with orderly and proper planning as it is not anticipated within the established planning framework and its impact has not been adequately assessed.</p> <p>MATTERS OF CONCERN IN RELATION TO THE PROPOSED AMENDMENT</p> <p>The tables below outline the key inconsistencies and deficiencies of the proposed amendment.</p>

Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Balddivis (LUP-1412-06)

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Name	Address	Comment						
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The proposed structure plan modification represents at least a 10% increase over that maximum.</p><p>The proposed centre would be larger than more than 40% of current district centres across Perth (based on the Department of Planning, Lands and Heritage Land Use and Employment Survey (2018)).</p><p>The proposed structure plan modification is in effect seeking to establish a district activity centre, despite all relevant planning documents identifying Baldvis North as a neighbourhood centre.</p><p>Any proposed re-classification of the centre, under an orderly and proper planning process would require:</p><ul style="list-style-type: none">• A potential amendment to SPP4.2.• A potential amendment to the City's LCS.• A potential amendment to the North Baldvis District Structure Plan.• The preparation of an Activity Centre Plan or Precinct Plan.<p>Any entertainment of a major change to the retail hierarchy in the locality without such proper processes would undermine the fundamental planning principle that subsidiary planning documents should reflect planning controls effected through higher level instruments and strategies.</p><p>Given that Baldvis North is less than 2km north of the Baldvis district activity centre, it is highly probable that a new district centre would not be supported through a proper planning process.</p></td></tr><tr><td>Impact</td><td><p>The orderly and proper planning process for the scale of change sought has not been followed, and therefore the true impact on stakeholders and planning for Baldvis has not been adequately assessed or presented.</p><p>Any consideration of the proposed amendment would set a poor planning precedent and undermine the broader approach to retail planning across the metropolitan area.</p></td></tr></table>	Issue	Major, unplanned disruption to the established retail hierarchy	Comment	<p>The proposed amendment will increase the allowable retail floorspace in the 'Baldvis North' neighbourhood centre (as named in the LCS) from 7,000sq.m retail NLA to 11,000sq.m retail NLA. 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Schedule of Submissions - Proposed Amendment to Structure Plan –
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Name	Address	Comment
No.11 – cont..		<p>CONCERNS</p> <p>Stockland is concerned that the proposed LSP modification allowing a substantial increase in NLA at the Baldivis North neighbourhood centre would effectively place the centre as a district centre. The processes to establish a district centre have not been followed, its impact has not been properly considered and its proposed form will undermine the City's urban built form objectives.</p> <p>Activity centre planning in the metropolitan area requires consideration of impacts on nearby centres, and the need to sustain a balanced network of centres. This is particularly apparent in growth areas such as the south-west corridor where major centres such as the Stockland Baldivis shopping centre need to sustainably grow over time to provide the full range of services to the community for which they are intended.</p> <p>The incremental and unplanned expansion of other centres will compromise the ability of centres like Baldivis to be able to meet the full daily and weekly needs of residents in the community - resulting in an overall loss of service to the community.</p> <p>For the reasons outlined in this submission, the City of Rockingham should not support the proposed LSP modification and should work to ensure the WAPC does not determine the application favourably as the decisionmaking authority.</p> <p>CONCLUSION</p> <p>Stockland requests the City of Rockingham's attention to the matters we raise in our submission. We would welcome the opportunity to meet with the City or elected members to further elaborate on our position should this be required.</p> <p>Thank you for the opportunity to provide comments on the proposal. Should you wish to discuss the contents of this submission, please do not hesitate to contact the undersigned.</p>
12. Mr & Mrs D Matthews	38A Adrien Street PALMYRA WA 6157	<p>We are the owners of 47 Liddard Gardens, Baldivis and provide the following comments on the proposed structure plan amendment, for your consideration.</p> <p><u>Threatened Ecological Communities</u></p> <p>The proposed structure plan amendment applies to Lots 1401 and 1402, however the flora and vegetation survey has not been undertaken for Lot 1402. It is noted that future development is to be undertaken in stages from west to east, and the proposed development of Lot 1401 only has been referred to the Commonwealth government for assessment under the Environment Protection and Biodiversity Conservation Act 1999. However, the structure plan also applies to Lot 1402 and this land has been indicatively mapped as habitat for two threatened ecological communities (TECs) - Banksia woodlands of the Swan Coastal Plain and Tuart Woodlands and Forests of the Swan Coastal Plain. The TECs were not listed at the time that the existing structure plan was approved and in any case, the structure plan report did not adequately address flora, vegetation and fauna conservation.</p> <p>It is not only the responsibility of the Commonwealth government to consider the impact of development on matters of national environmental significance (such as TECs and threatened species habitat).</p>

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No.12 – cont..		<p>Biodiversity conservation is a valid planning consideration, established in Schedule 7 of the Planning and Development Act 2005, State Planning Policies 2.0 Environment and Natural Resources Policy and 2.8 Bushland Policy for the Perth Metropolitan Region, the City of Rockingham Town Planning Scheme No. 2 and Local Planning Policies 3.4.1 Public Open Space and 7.2 Local Bushland Strategy. It is recommended that a flora and vegetation survey be undertaken for Lot 1402 to determine whether either of the TECs are present, prior to finalisation of the structure plan amendment. If TECs are identified on Lot 1402, consideration should be given to modifying the structure plan to provide for retention of TECs in public open space (POS). If it is not possible to undertake a TEC survey before the end of this spring, it may be possible to undertake a preliminary survey as an interim measure. Alternatively, the structure plan amendment could be finalised for Lot 1401 only, pending further information on Lot 1402.</p> <p><u>Remnant Vegetation and Habitat Trees</u></p> <p>The remnant vegetation on the subject land contributes to the unique character and sense of place of the North Baldivis area. It is visible from within the established residential area to the north and when driving along Fifty Road. The proposed POS in the northwest corner of the structure plan will provide an important connection to nature, including for residents in the north who may walk this route, through other pockets of POS (e.g. via Beckingham Parkway) to the future commercial area. It would also be appropriate to retain native vegetation screen future residential development from view along Fifty Road. Further consideration should be given to ensuring that remnant vegetation and cockatoo habitat trees are not impacted by future subdivision and development of the subject land. It is recommended that the proposed structure plan amendment be modified to provide for the retention of remnant vegetation and habitat trees within POS and road reserves, by showing on the structure plan map and/or statutory provisions in the structure plan report. This will assist implementation of the structure plan through subdivision and development conditions in the future.</p> <p><u>Noise Walls</u></p> <p>The high walls along the existing Nairn Drive to the north have resulted in an unpleasant pedestrian environment for local residents. This could be improved with appropriate landscaping along the shared path within the road reserve in future. Consideration should therefore be given to incorporating provisions in the structure plan amendment to provide for landscaping along the proposed Nairn Drive, especially as this route would be taken to the future commercial area.</p> <p><u>Commercial Area</u></p> <p>The interface between the proposed commercial area and the block of R40 housing to the north requires careful consideration, to avoid the creation of an unsafe or unattractive laneway. It appears from the Neighbourhood Centre concept plan that POS and parking areas will be located along most of the length of the proposed laneway, which would be a better outcome than high walls of commercial buildings (e.g. Fiorente Lane in Baldivis South).</p>

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12. cont...		<p>In terms of proposed land uses for the proposed commercial area, it is recommended that consideration be given to prohibiting showroom use as this does not seem appropriate for this neighbourhood centre, which will service a pedestrian-focused medium-density residential area.</p> <p>Thank you for providing the opportunity to comment on future planning and development of this area.</p>
13. Mr Scout Walsh Planning Solutions	GPO Box 2709 CLOISTERS SQUARE PO WA 6850	<p>Planning Solutions acts on behalf of Spatial Property Group, the developer of Spires Private Estate Balddivis which includes the planned Balddivis North neighbourhood activity centre on Lot 9003 Nairn Drive, to the north of Amazon Drive, Balddivis (Balddivis North NC).</p> <p>Thank you for the opportunity to review and provide comment on the proposed amendment to Structure Plan for Lot 1401 & Lot 1402 Fifty Road, Balddivis (subject site).</p> <p>On behalf of our client, we strongly object to the proposed commercial site in the proposed Structure Plan. The basis of the objection is the proposed amendment is not consistent with orderly and proper planning as it does not provide either an approach or outcome which is consistent with the accepted planning framework, nor the future development anticipated and forecast in the district. The reasons for the objection are provided below:</p> <p>(a) The proposed amendment to the Structure Plan will have a detrimental impact on the planning and development of the Balddivis North NC, which abuts the area the subject of the proposed amendment. The proposal fails to demonstrate the proposed loss of 1.6ha of residential land will not impact the timely delivery of the Balddivis North NC which has been planned for 10 years. The impact will result in the failure to provide services which are essential to the community and this is entirely inconsistent with orderly and proper planning.</p> <p>(b) The proposed amendment to the Structure Plan will impact the Balddivis North NC to the extent that it will not achieve viable trading levels, leading to significant negative impacts on customer traffic levels and shop vacancies, and on the activity and movement of patrons throughout the district. This will result in an adverse impact on the retail sustainability of the planned centres and a long term loss of services at Balddivis North NC. This is explained further in the responsive submission to retail sustainability assessment prepared by an expert in retail planning (Deep End Services) – refer Appendix 1. This is an essential consideration from a legal perspective in terms of planning law and a fundamental consideration which should be taken into account when arriving at the ultimate planning determination.</p> <p>(c) The proposed amendment to the Structure Plan is inconsistent with the Balddivis (North) District Structure Plan (BNDSP), which designates the Balddivis North NC at maximum of 5,500m².</p>

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No.13 – cont..		<p>(d) The proposed amendment to the Structure Plan is justified by a Retail Sustainability Assessment that is insufficient having regard to the provisions of the City of Rockingham Local Planning Policy No. 3.1.2 – Local Commercial Strategy (Local Commercial Strategy).</p> <p>(e) The proposed amendment to the Structure Plan proposes retail types and ribbon development inconsistent with State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2).</p> <p>(f) The existing planning framework establishes a network of planned activity centres throughout Baldivis. The expansion of the Baldivis North NC is contrary to the otherwise orderly and proper planning of activity centres in Baldivis.</p> <p>Each of these matters are described in further detail in the following submission.</p> <p>INTRODUCTION TO SPATIAL PROPERTY GROUP AND BALDIVIS NORTH NC</p> <p>Established in 2010, Spatial Property Group has been involved in a number of residential land development projects in the Perth metropolitan area. Its flagship and largest residential estate is the Spires Private Estate Baldivis.</p> <p>The Spires Private Estate development has delivered a residential estate centred around the planned intersection of Nairn Drive and Amazon Drive, Baldivis with an ultimate dwelling yield of 2,000 dwellings. Spatial Property Group is also developing Paramount Estate in Baldivis.</p> <p>Shortly after its creation, Spatial Property Group initiated discussions with the City of Rockingham and Baldivis North Pty Ltd – the owner of land at the corner of Nairn Drive and Fifty Road, Baldivis – to seek approval to relocate the Baldivis North NC approximately 500m southwards, to the intersection of Nairn Drive and Amazon Drive. Baldivis North Pty Ltd provided its support in March 2012, and in March 2014 the Spires Local Structure Plan was approved, relocating the Baldivis North NC to the Spires Private Estate Baldivis.</p> <p>Since obtaining approval for the Baldivis North NC in 2014, Spatial Property Group has continued to develop the residential portions of its estate, growing the resident population to a level where the development of the neighbourhood centre is becoming a commercially viable prospect.</p> <p>Spatial Property Group in conjunction with the City of Rockingham has worked hard to ensure that Main Roads WA provided approval for a signal-controlled intersection at the Nairn Drive / Amazon Drive junction. This treatment – at Spatial Property Group's cost - was to further enable the viability of the Baldivis North NC and ensure safe pedestrian movement was possible.</p> <p>In 2020 Spatial Property Group, with its commercial partner the Carcione Group of Companies, began the process of detailed planning of the Baldivis North NC in accordance with the long established and accepted planning framework, with a view to obtaining approvals and commencing construction in 2021.</p>

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No.13 – cont..		<p>Subdivision approval was granted in 2018 for the creation of the Baldivis North NC sites and surrounding streets. In October 2020 a local development plan was lodged with the City of Rockingham for the Baldivis North NC, and it is currently pending approval.</p> <p>PROPOSED AMENDMENT TO STRUCTURE PLAN</p> <p>The proposed amendment to Structure Plan includes an expansion of the area allocated for commercial development from 0.204ha to 1.8ha (a nine-fold increase). The Structure Plan amendment is accompanied by a concept plan showing an additional 4,000m² of retail floorspace on the subject site, an approximate doubling of floorspace, which has not been contemplated in the existing planning framework.</p> <p>IMPACT ON BALDIVIS NORTH NC</p> <p>The certainty and viability of the planning for the North Baldivis NC is seriously jeopardised by the proposed and inadequately justified amendment to the Structure Plan. This proposal has the potential to undermine and make redundant 10 years of planning due to its impact on the delivery and trading potential of the Baldivis North NC. In particular, it will likely draw major tenants away from the Baldivis North NC. It will also cause a removal of confidence by owners and tenants if it were to proceed.</p> <p>Careful planning and assessment were conducted in order to determine the commercial viability of the Baldivis North NC which includes the land the proposed amendment seeks to identify for commercial uses. The proposed amendment to the Structure Plan will result with the loss of residential catchment for the Baldivis North NC and at the expense of the same or similar retail activities at the Baldivis North NC.</p> <p>The proposal will convert approximately 1.6ha of land currently allocated for residential land uses in the Structure Plan area into non-residential land uses. This will noticeably reduce the future residential population in the immediate catchment of the Baldivis North NC, reducing its viability. The impact of the loss of residential catchment on the viability of the Baldivis North NC (and other nearby existing and planned centres) has not been considered or addressed by the Structure Plan proponent. This is a fundamental and convenient omission which leads to the position that the proposed Structure Plan should not be supported as it would be inconsistent with the orderly and proper planning of the district if it were to proceed.</p> <p>Further, if approved, the proposed amendment to the Structure Plan will cause commercial uncertainty, due to the reduced yields from increased competition. This has an impact on timing for delivery of the NC, and will delay the ultimate development of the NC. Such a circumstance impacts on the accessibility to local shopping facilities by existing residents who have built and moved into housing in the Spires Private Estate Baldivis and in nearby residential estates. Importantly this would lead to a delay in the provision of essential services simply on the basis of an opportunistic attempt to realise a commercial development which is inconsistent with the approved planning framework for the district.</p>

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No.13 – cont..		<p>Deep End Services</p> <p>Deep End Services is an economic research and property consulting firm based in Melbourne. It provides a range of services to local and international retailers, property owners and developers including due diligence and market scoping studies, store benchmarking and network planning, site analysis and sales forecasting, market assessments for a variety of land uses, and highest and best use studies.</p> <p>Contact</p> <p>Deep End Services Pty Ltd</p> <p>Suite 304</p> <p>9-11 Claremont Street</p> <p>South Yarra VIC 3141</p> <p>T +61 3 8825 5888</p> <p>F +61 3 9826 5331</p> <p>deependservices.com.au</p> <p>Enquiries about this report should be directed to:</p> <p>Chris Abery</p> <p>Director</p> <p>Chris.abery@deependservices.com.au</p> <p>John Deane</p> <p>Senior Associate</p> <p>John.deane@deependservices.com.au</p> <p>Document Name</p> <p>North Baldvis RSA review - 16 October 2020</p> <p>16.10.20</p> <p>Disclaimer</p> <p>This report has been prepared by Deep End Services Pty Ltd solely for use by the party to whom it is addressed. Accordingly, any changes to this report will only be notified to that party. Deep End Services Pty Ltd, its employees and agents accept no responsibility or liability for any loss or damage which may arise from the use or reliance on this report or any information contained therein by any other party and give no guarantee or warranty as to the accuracy or completeness of the information contained in this report.</p> <p>This report contains forecasts of future events that are based on numerous sources of information as referenced in the text and supporting material. It is not always possible to verify that this information is accurate or complete. It should be noted that information inputs and the factors influencing the findings in this report may change hence Deep End Services Pty Ltd cannot accept responsibility for reliance upon such findings beyond six months from the date of this report. Beyond that date, a review of the findings contained in this report may be necessary.</p> <p>This report should be read in its entirety, as reference to part only may be misleading.</p> <p>Contents</p> <table><tr><td>1</td><td>Introduction</td><td>1</td></tr><tr><td>2</td><td>Proposed Amendment</td><td>2</td></tr><tr><td>2.1</td><td>North Baldvis Structure Plan</td><td>2</td></tr><tr><td>2.2</td><td>North Baldvis Neighbourhood Centre</td><td>3</td></tr><tr><td>2.3</td><td>Proposed Structure Plan Amendment Lot 311 Fifty Road</td><td>4</td></tr><tr><td>3</td><td>Policy context</td><td>5</td></tr><tr><td>3.1</td><td>Metropolitan Centres Policy</td><td>5</td></tr><tr><td>3.2</td><td>City of Rockingham Local Commercial Strategy</td><td>6</td></tr><tr><td>4</td><td>Retail Sustainability Assessment</td><td>9</td></tr><tr><td>4.1</td><td>Gravity model</td><td>9</td></tr><tr><td>4.2</td><td>Study area</td><td>11</td></tr><tr><td>4.3</td><td>Centres & floorspace</td><td>12</td></tr><tr><td>4.4</td><td>Population forecasts used in the RSA</td><td>13</td></tr><tr><td>4.5</td><td>Modelled results</td><td>15</td></tr><tr><td>4.6</td><td>Floorspace per capita</td><td>18</td></tr><tr><td>4.7</td><td>RSA requirements</td><td>18</td></tr><tr><td>5</td><td>Alternative assessment</td><td>19</td></tr><tr><td>5.1</td><td>Supermarket floorspace supply & demand</td><td>19</td></tr><tr><td>5.2</td><td>Supermarkets in neighbourhood & local centres</td><td>23</td></tr><tr><td>6</td><td>Conclusions</td><td>25</td></tr></table> <p>Tables & Figures</p> <table><tr><td>Table 1—North Baldvis population forecasts</td><td>13</td></tr><tr><td>Table 2—RSA sales results to centres</td><td>16</td></tr><tr><td>Table 3— North Baldvis supermarket floorspace supply & demand assessment</td><td>22</td></tr><tr><td>Table 4— Supermarkets in Perth centres</td><td>23</td></tr><tr><td>Figure 1— Baldvis (North) District Structure Plan</td><td>2</td></tr><tr><td>Figure 2— Spires Estate Structure Plan</td><td>3</td></tr><tr><td>Figure 3— Proposed Amended Local Structure Plan</td><td>4</td></tr><tr><td>Figure 4— Baldvis typology of neighbourhood centres</td><td>7</td></tr><tr><td>Figure 5— RSA study area</td><td>11</td></tr><tr><td>Figure 6— id. dwelling forecasts for North Baldvis</td><td>14</td></tr><tr><td>Figure 7—Baldvis SA2 residential building approvals (Y/E June)</td><td>15</td></tr><tr><td>Figure 8— RSA study area and supermarket sites</td><td>20</td></tr><tr><td>Figure 9— Supermarket supply & demand assessment</td><td>22</td></tr><tr><td>Figure 10— Metropolitan centres</td><td>24</td></tr></table>	1	Introduction	1	2	Proposed Amendment	2	2.1	North Baldvis Structure Plan	2	2.2	North Baldvis Neighbourhood Centre	3	2.3	Proposed Structure Plan Amendment Lot 311 Fifty Road	4	3	Policy context	5	3.1	Metropolitan Centres Policy	5	3.2	City of Rockingham Local Commercial Strategy	6	4	Retail Sustainability Assessment	9	4.1	Gravity model	9	4.2	Study area	11	4.3	Centres & floorspace	12	4.4	Population forecasts used in the RSA	13	4.5	Modelled results	15	4.6	Floorspace per capita	18	4.7	RSA requirements	18	5	Alternative assessment	19	5.1	Supermarket floorspace supply & demand	19	5.2	Supermarkets in neighbourhood & local centres	23	6	Conclusions	25	Table 1—North Baldvis population forecasts	13	Table 2—RSA sales results to centres	16	Table 3— North Baldvis supermarket floorspace supply & demand assessment	22	Table 4— Supermarkets in Perth centres	23	Figure 1— Baldvis (North) District Structure Plan	2	Figure 2— Spires Estate Structure Plan	3	Figure 3— Proposed Amended Local Structure Plan	4	Figure 4— Baldvis typology of neighbourhood centres	7	Figure 5— RSA study area	11	Figure 6— id. dwelling forecasts for North Baldvis	14	Figure 7—Baldvis SA2 residential building approvals (Y/E June)	15	Figure 8— RSA study area and supermarket sites	20	Figure 9— Supermarket supply & demand assessment	22	Figure 10— Metropolitan centres	24
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No.13 – cont...		<p style="text-align: right;">3</p> <p>As more detailed local structure plans have refined the future urban structure and other developments have occurred, the activity centre structure has changed as follows:</p> <ul style="list-style-type: none"> ▪ The central neighbourhood centre has shifted south to the corner of Naim Drive (where its future alignment deviates north) and Amazon Drive – or about 600 metres south of its Structure Plan location. ▪ An existing Spudshed fresh food store on Kerosene Lane in the north of the Structure Plan area was redeveloped in 2017 with the surrounding land planned and partly developed as a neighbourhood centre. The centre currently has approximately 6,500 sqm of retail and commercial use (including a 5,200 sqm Spudshed fresh food and grocery store) with further expansion potential according to an approved Structure Plan. <p>Therefore, not only has the pattern and location of centres changed but the expected neighbourhood centre floorspace will be significantly higher than envisaged in the approved Structure Plan.</p> <p>The relocation of the central neighbourhood centre was formalised in the Spires Estates Structure Plan (refer Figure 2).</p> <p>Figure 2— Spires Estate Structure Plan Source: Spatial Property Group</p>  <p>2.2 North Baldivis Neighbourhood Centre</p> <p>I am advised that Spatial Property Group are developing plans and seeking interest from supermarket groups in a new neighbourhood centre to be developed at the north west corner of the future realigned Naim Drive and the future alignment of Amazon Drive.</p> <p style="text-align: right;">4</p> <p>The proposed centre will make provision for a wide range of retail and community functions sought by policy and typically found in centres of this size in new growth areas including:</p> <ul style="list-style-type: none"> ▪ A major supermarket. ▪ A range of specialty shops and services in shop-type tenancies. ▪ A medical centre. ▪ A tavern and bottle shop. ▪ A quick service restaurant. <p>2.3 Proposed Structure Plan Amendment Lot 311 Fifty Road</p> <p>The approved Structure Plan for the land extending north of Spires Estate to Fifty Road has a small residual area of Commercial land which is part of the North Baldivis Neighbourhood Centre zoned land. Other land north of this through to Fifty Road is currently zoned residential of various densities.</p> <p>The proposed amendment to the Structure Plan seeks to extend the Commercial zoned land on the Naim Drive alignment north of the approved Neighbourhood Centre site by an additional 1.8 hectares (refer Figure 3).</p> <p>The amendment report has assumed that the proposed PLUC 5 shop floorspace on the Spires neighbourhood centre site will be 7,000 sqm NLA. The amendment is seeking to increase the approved shop floorspace to 11,000 sqm across the two sites, resulting in a 4,000 sqm PLUC 5 shop approval on the amendment site to provide for a "new neighbourhood shopping centre". This, according to the RSA, will facilitate a second major supermarket for the overall neighbourhood centre.</p> <p>Figure 3— Proposed Amended Local Structure Plan Source: Rowe Group</p> 

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No.13 – cont...		<p style="text-align: right;">5</p> <div style="text-align: center;">  <p>Policy context</p> </div> <p>3.1 Metropolitan Centres Policy</p> <p><i>State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2)</i> specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. It guides the preparation and review of local planning strategies, schemes and structure plans and development control.</p> <p>SPP4.2 aims to provide an even distribution of jobs, services and amenities by implementing a defined hierarchy of activity centres in Perth and Peel. The hierarchy is a planning tool to meet different levels of community need and provide (amongst other things) an efficient and equitable distribution of goods and services.</p> <p>The activity centres hierarchy for Perth and Peel is defined as follows:</p> <ul style="list-style-type: none"> • Capital City • Strategic Metropolitan Centres (#10) • Secondary Centres (#19) • District Centres (#70) • Neighbourhood Centres • Local Centres (under 1,500 sqm NLA) <p>Neighbourhood centres are described as important community focal points that help to provide for main daily to weekly household shopping and community needs. They are to provide supermarket/s, personal services, convenience shops and professional services and have an indicate service population (trade) area of 2,000-15,000 persons. Like other centres above in the hierarchy, there are no prescriptive floorspace limits or guidelines for neighbourhood centres.</p> <p>A retail needs assessment and /or retail sustainability assessment is one of seven key requirements to implement SPP4.2. An RSA assesses the potential economic</p> <p style="text-align: right;">6</p> <p>and related effects of a significant retail expansion on the network of centres. It addresses effects from a local community access and benefit perspective and is limited to considering any potential loss of services and any associated detriment.</p> <p>The scope and requirements of an RSA are set out in Section 6.5.1 of SPP4.2.</p> <ol style="list-style-type: none"> 1. The RSA shall assess potential effects of the sustainable future provision of shopping by existing and planned activity centres in the locality, taking into account: <ul style="list-style-type: none"> • The supportable shop-retail floorspace for an appropriate service population, based on the normative primary service (trade) areas in Table 3. • The Commission's Guidelines for Retail Sustainability Assessments. • An assessment of the costs imposed on public authorities by the proposed development 2. The RSA should consider overall costs and benefits of the proposal taking into account the objectives of this policy and the Commission's Guidelines for Retail Sustainability Assessments. 3. The methodology, assumptions and data used in such analysis must be specified and be appropriate, transparent and verifiable. <p>There are no Guidelines for RSA's as indicated in the Policy. The scope and coverage of RSA's is left to the interpretation of Section 6.5.1 in SPP4.2 and any other requirements set in relevant local planning strategies.</p> <p>RSA's are not simply about the impact of a proposal on other existing or proposed floorspace and whether that impact may cause unacceptable detriment or a loss of facilities. The question of need which is expressed as the level of supportable shop floorspace within the catchment is an essential requirement.</p> <p>The importance of need in retail planning is underlined in Section 6.2.2 of SPP4.2 where retail need and floorspace distributions are important for the preparation of local planning strategies and in guiding district and activity centre structure plans.</p> <p>3.2 City of Rockingham Local Commercial Strategy</p> <p>The City of Rockingham Local Commercial Strategy (LCS) is an adopted Local Planning Strategy endorsed by the West Australian Planning Commission. The LCS dates back to 2004 but has undergone periodic revisions and amendments to incorporate changed circumstances including, in 2012 by applying the objectives and principles of SPP4.2 to the Baldivis area and a new requirement for the preparation of RSAs for centre expansions.</p> <p>The LCS notes that SPP4.2 adopts a more flexible approach to centres, encouraging mixed-use development and emphasising the role and function of the centre rather than applying prescriptive floorspace controls.</p> <p>Six neighbourhood centres were identified for the future urban structure of Baldivis. The role and function of neighbourhood centres is set out in Table 2.8 of the LCS, reproduced below.</p>


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No.13 – cont...		<p align="right">7</p> <p>The table sets out:</p> <ul style="list-style-type: none"> A catchment area to be served of between 5,000 and 20,000 people. (This is larger than SPP4.2's "indicative service population" of 2,000-15,000 people). Floorspace of 4,500 to 10,000 sqm. Typical retail anchor tenants which include a supermarket of different sizes but expressed in singular terms. <p>Figure 4 – Baldivis typology of neighbourhood centres Source: Rockingham Local Commercial Strategy</p> <table border="1"> <caption>Table 2.6 – Neighbourhood and Local Centre Descriptions in the Baldivis Precinct</caption> <thead> <tr> <th>Level in hierarchy</th><th>Neighbourhood Centre (NC)</th><th>Local Centre (LC)</th></tr> </thead> <tbody> <tr> <td>Approximate catchment served</td><td>5,000 to 20,000 residents</td><td>Up to 5,000 residents, walkable catchments</td></tr> <tr> <td>Typical floorspace provision</td><td>Generally 4,500m² to 10,000m²</td><td>Generally less than 1,000m²</td></tr> <tr> <td>Typical retail anchor tenants</td><td>Convenience, specialty and convenience services including a supermarket (variety of sizes including full, mid-range and discount offers), range of personal services.</td><td>Convenience shops, limited specialty stores, personal services. Supermarkets particularly not appropriate for local activity centres.</td></tr> <tr> <td>Potential mix of uses</td><td>Local service and commercial facilities including banks, post office, real estate agents and local commercial. Medium density and shop/house residential.</td><td>Local professional services. Shop top housing.</td></tr> </tbody> </table> <p>The LCS balances the flexible approach to retail floorspace with the requirement for an RSA to be prepared in accordance with SPP4.2 where a proposal facilitates an expansion of shop/retail floorspace in a Neighbourhood Centre by more than 3,000 sqm, except where the total shop/retail floorspace of that centre will not exceed 6,000 sqm.</p> <p>Section 2.04.4 the LCS sets out the requirements of an RSA (extracted below),</p> <ul style="list-style-type: none"> A need or demand for Centre floorspace provision to serve the identified catchment. The current and forecast population level within the catchment for the next 5 to 10 years. Depending on the land use proposed, the assessment should highlight key demand factors, such as spending levels, jobs (commercial), etc. Show where the proposed Centre provision would fit within the hierarchy. Indicate the existing major competing supply serving the catchment. Provide details of any other proposals for new or expanded development which could have an effect on the viability of what is proposed. Indicate whether there are any existing gaps which the proposal will fill, and Provide details, where required by the City, on any relevant alternative sites to proposed site, and demonstrate how the proposed site is the preferred site for the proposal. <p>Importantly, the first requirement of an RSA is to set out the need or demand for Centre floorspace to serve the identified catchment. The requirement to identify the existence of any 'gaps' which the proposal will fill is an extension of the need analysis.</p> <p align="right">8</p> <p>In other words, a proposal cannot simply be justified by establishing that it will generate a certain sales threshold and that the impacts are not material on other centres. In the first instance, it must address the question of need – which can be expressed in a number of ways including by floorspace demand / supply assessments – and whether there is a deficiency or gap in the provision of retailers or services to an area that can only be met by the proposal.</p> <p>The RSA submitted with the amendment fails to address some of these requirements.</p> <p align="right">9</p> <p align="center">4</p> <p align="center">Retail Sustainability Assessment</p> <p>4.1 Gravity model The RSA is based on a retail gravity model. The model attempts to simulate patterns of consumer behaviour and spending based on the size, attraction and travel distance to existing (and future) centres from small areas within a region or study area. The model predicts the theoretical flows of spending from the study area to centres within and outside the area and quantifies the shift in this spending as new floorspace is overlaid. It draws its conclusions based on the volume of sales and average trading levels (\$ per sqm) of the floorspace in future years.</p> <p>Gravity models have complex mathematical computations but relatively simple outputs limited to predicted trading levels. The Shrapnel Urban Planning gravity model is one, like others, where the assumptions (other than population and floorspace) are not explicitly set out and the calculations cannot be independently verified. The outputs are simply tables of sales and sales per sqm rates in future years for each centre.</p> <p>In our view, there are important limitations to a gravity model, some of which are alluded to in the RSA's own explanation of its methodology.</p> <p>Firstly, it relies on the definition of a 'closed' study area which, it argues, is not a trade area but an area large enough to simulate the behaviours of most people likely to use the existing or proposed centre. If the area is too small it cannot capture the complexity of retail shopping patterns and the many centres that residents use for a range of reasons. A wide area can introduce greater complexity with a multitude of centres and more computations.</p> <p>In this case, the study area covering North Baldivis is probably suitable for a traditional catchment analysis however gravity modelling seeks to simulate</p>	Level in hierarchy	Neighbourhood Centre (NC)	Local Centre (LC)	Approximate catchment served	5,000 to 20,000 residents	Up to 5,000 residents, walkable catchments	Typical floorspace provision	Generally 4,500m ² to 10,000m ²	Generally less than 1,000m ²	Typical retail anchor tenants	Convenience, specialty and convenience services including a supermarket (variety of sizes including full, mid-range and discount offers), range of personal services.	Convenience shops, limited specialty stores, personal services. Supermarkets particularly not appropriate for local activity centres.	Potential mix of uses	Local service and commercial facilities including banks, post office, real estate agents and local commercial. 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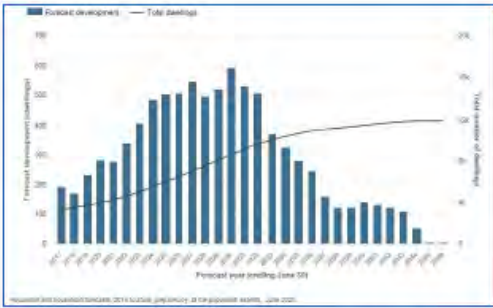
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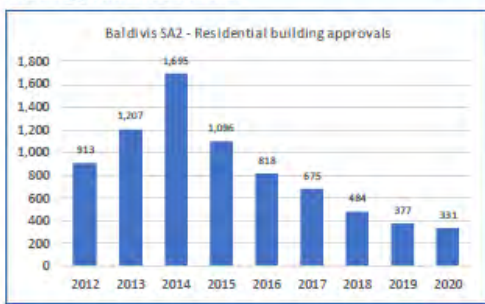
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No.13 – cont...		<div>15</div> <p>The level of new housing approvals in the last 12 months has continued a downward trend since the peak of 2014. This actual dwelling approval data is at odds with id's assumptions of a strong recovery in dwelling construction beginning last year (2019) and continuing through this year and beyond.</p> <p>The RSA is not only based on outdated id forecasts which are now much lower but, in our view, the updated id projections could also be optimistic based on current trends.</p> <p>It is also relevant that the ABS data is approvals as opposed to id's forecasts of completed dwellings. Given the time lag in approvals translating into new dwellings, the low approval levels in 2020 would mean low levels of new construction in 2021 and 2022. These years however are showing a strong rebound in housing growth in id's estimates.</p> <div><div><p>Figure 7—Baldiivis SA2 residential building approvals (Y/E June)</p><p>Source: ABS</p></div><div><table><caption>Baldiivis SA2 - Residential building approvals</caption><thead><tr><th>Year</th><th>Approvals</th></tr></thead><tbody><tr><td>2012</td><td>913</td></tr><tr><td>2013</td><td>1,207</td></tr><tr><td>2014</td><td>1,695</td></tr><tr><td>2015</td><td>1,096</td></tr><tr><td>2016</td><td>818</td></tr><tr><td>2017</td><td>675</td></tr><tr><td>2018</td><td>484</td></tr><tr><td>2019</td><td>377</td></tr><tr><td>2020</td><td>331</td></tr></tbody></table></div></div> <p>The RSA appears to have apportioned the population forecast in each five year period into smaller residential cells based on estimates of the progress / proportion of the area developed. At this stage it is difficult to verify the small area capacities and forecasts without assessing each of the 16 approved Structure Plans which only make up part of the overall growth area. The revised id projections and the possibility of even lower projections again based on most recent building approval data suggests the small area population estimates of the RSA are likely to be significantly over stated.</p> <p>Lower population levels in the gravity model will flow through to much lower sales and sales per square metre rates for existing and future floorspace.</p> <div><div><p>4.5 Modelled results</p></div><div><p>The RSA indicates that it uses retail spending data (at the individual or household level) from Market Data Systems, a common source of small-area consumer spending data for retail consultants in Australia. It is unclear however what the total available spending pool is by the study area residents in each given year.</p><p>If the total available spending in the study area is the sum of the model's sales estimates for the listed centres then this suggests:</p></div></div>	Year	Approvals	2012	913	2013	1,207	2014	1,695	2015	1,096	2016	818	2017	675	2018	484	2019	377	2020	331
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Name	Address	Comment																																																																																																																																																
No.13 – cont...		<div>16</div> <div><ul style="list-style-type: none">There is no escape spending to other centres nearby or elsewhere in Perth other than to Rockingham SMC and the large format precincts.That sales to the limited number of centres included in the model (and particularly those close to the population base) will be grossly overstated if no other centres are included in the modelling. In other words, if the gravity model only considers a small range of close centres and only several others of low relevance well outside the area, it will inevitably allocate a high proportion of spending to the embedded neighbourhood centre.<p>If other unlisted centres are somehow included or a level escape spending is allowed for, then it is not explicitly stated where, or how, this is done. If not, there are questions about the veracity of a sales allocation model run on a limited number of centres over a wide area that have little in common with each other.</p><p>The modelled sales results to each centre for each scenario and year are reproduced in Table 2 with the proportions of sales to each centre (of total sales) calculated.</p><p>Table 2—RSA sales results to centres</p><table><tr><th></th><th>2021 7,000 eq NBN 10,000 sqm LF</th><th>2026 7,000 eq NBN 10,000 sqm LF</th><th>2026 11,000 eq NBN 4,000 sqm LF</th><th>2031 7,000 eq NBN 10,000 sqm LF</th><th>2031 11,000 eq NBN 4,000 sqm LF</th><th>2036 7,000 eq NBN 10,000 sqm LF</th><th>2036 11,000 eq NBN 4,000 sqm LF</th></tr><tr><td>Centres</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Nth Baldvis NHD 02</td><td>39.7</td><td>52.0</td><td>71.4</td><td>63.4</td><td>87.4</td><td>70.5</td><td>97.2</td></tr><tr><td>Spud Shed</td><td>24.4</td><td>34.7</td><td>30.6</td><td>44.0</td><td>38.8</td><td>48.5</td><td>42.8</td></tr><tr><td>Nth Baldvis LOC 01</td><td>0.0</td><td>4.8</td><td>4.5</td><td>7.5</td><td>7.1</td><td>8.0</td><td>7.6</td></tr><tr><td>Nth Baldvis LOC 02</td><td>2.9</td><td>4.0</td><td>3.6</td><td>5.1</td><td>4.5</td><td>5.6</td><td>5.0</td></tr><tr><td>Baldvis DC</td><td>89.6</td><td>124.0</td><td>112.2</td><td>155.6</td><td>142.0</td><td>176.0</td><td>160.8</td></tr><tr><td>Rockingham SMC</td><td>15.2</td><td>25.8</td><td>24.1</td><td>35.2</td><td>31.8</td><td>39.0</td><td>35.2</td></tr><tr><td>Enterprise</td><td>2.6</td><td>4.1</td><td>3.7</td><td>5.4</td><td>4.9</td><td>6.0</td><td>5.4</td></tr><tr><td>East Rockingham</td><td>1.6</td><td>2.5</td><td>2.3</td><td>3.3</td><td>3.0</td><td>3.7</td><td>3.3</td></tr><tr><td>Total</td><td>176</td><td>262.9</td><td>263.1</td><td>319.5</td><td>319.5</td><td>367.3</td><td>367.3</td></tr><tr><td>Share of Nth Baldvis spending</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Nth Baldvis Local & Neood</td><td>22%</td><td>20%</td><td>44%</td><td>20%</td><td>45%</td><td>27%</td><td>45%</td></tr><tr><td>Nth Baldvis District Centre</td><td>51%</td><td>49%</td><td>45%</td><td>49%</td><td>44%</td><td>49%</td><td>45%</td></tr><tr><td>Sub total Nth Baldvis centres</td><td>73%</td><td>69%</td><td>89%</td><td>69%</td><td>89%</td><td>76%</td><td>90%</td></tr><tr><td>Rockingham SMC</td><td>9%</td><td>11%</td><td>10%</td><td>11%</td><td>10%</td><td>11%</td><td>10%</td></tr><tr><td>Large format</td><td>2%</td><td>3%</td><td>2%</td><td>3%</td><td>2%</td><td>3%</td><td>2%</td></tr><tr><td>Total</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr></table><p>Source: Baldvis North RSA (Shrapnel Urban Planning)</p><p>Taking the results for any given year and each scenario, the local and neighbourhood centres of North Baldvis (in any combination and any year) plus the Baldvis District Centre attract between 86% and 89% of total sales or spending in the model. This, in our view, is an implausible level of retained spending.</p><p>This excessive market share is achieved because four of the eight centres in the gravity model are of little or no relevance and have little floorspace. In effect, the gravity model is allocating spending in any significant volume to just four centres.</p><p>If, for example, the Woolworths-based centre at Wellard is included than it would attract spending (sales) away from the North Baldvis centres. This would have the effect of reducing sales and sales per square metre rates in all scenarios at North Baldvis and other centres. Along with other assumptions on escape spending and lower population levels, it could significantly change the conclusions on what is a viable or supportable level of neighbourhood level space in the study area.</p></div>		2021 7,000 eq NBN 10,000 sqm LF	2026 7,000 eq NBN 10,000 sqm LF	2026 11,000 eq NBN 4,000 sqm LF	2031 7,000 eq NBN 10,000 sqm LF	2031 11,000 eq NBN 4,000 sqm LF	2036 7,000 eq NBN 10,000 sqm LF	2036 11,000 eq NBN 4,000 sqm LF	Centres								Nth Baldvis NHD 02	39.7	52.0	71.4	63.4	87.4	70.5	97.2	Spud Shed	24.4	34.7	30.6	44.0	38.8	48.5	42.8	Nth Baldvis LOC 01	0.0	4.8	4.5	7.5	7.1	8.0	7.6	Nth Baldvis LOC 02	2.9	4.0	3.6	5.1	4.5	5.6	5.0	Baldvis DC	89.6	124.0	112.2	155.6	142.0	176.0	160.8	Rockingham SMC	15.2	25.8	24.1	35.2	31.8	39.0	35.2	Enterprise	2.6	4.1	3.7	5.4	4.9	6.0	5.4	East Rockingham	1.6	2.5	2.3	3.3	3.0	3.7	3.3	Total	176	262.9	263.1	319.5	319.5	367.3	367.3	Share of Nth Baldvis spending								Nth Baldvis Local & Neood	22%	20%	44%	20%	45%	27%	45%	Nth Baldvis District Centre	51%	49%	45%	49%	44%	49%	45%	Sub total Nth Baldvis centres	73%	69%	89%	69%	89%	76%	90%	Rockingham SMC	9%	11%	10%	11%	10%	11%	10%	Large format	2%	3%	2%	3%	2%	3%	2%	Total	100%	100%	100%	100%	100%	100%	100%
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Name	Address	Comment
No.13 – cont...		<p style="text-align: right;">17</p> <p>It is unclear if, or how, the gravity model accounts for different floorspace / product groups? The neighbourhood centres, Balddivis District Centre, Rockingham SMC and the large format / industrial areas have widely different retail roles and combinations and categories of floorspace. The neighbourhood centres are heavily weighted to supermarket space (60-80%), Balddivis District Centre has about one-third of its space in supermarkets while Rockingham has about 10% and the industrial areas very little, if any.</p> <p>It is unclear whether the gravity model has been run independently for different categories of floorspace? If not, it would be simplistic to treat centre size and travel distance in the same way for neighbourhood, district, regional and large format retail floorspace.</p> <p>The model's apparent inability to distinguish between different types of centres and their role and floorspace mix can be seen in Table 2. In each year, the total sales for the eight centres is the same even though different floorspace scenarios are modelled. For example, in 2031 the sales allocated to all centres are identical even though the floorspace mix has changed in each scenario with 4,000 sqm moving from large format (RETAIL) to neighbourhood (SHOP) space. This shows that the model simply shifts spending within the same small group of unrelated centres irrespective of their function or differences in floorspace.</p> <p>Finally, because the model only distributes spending from within the study area to the selected centres, the results for centres with catchments that extend well beyond the study area are only a partial and in some cases small or insignificant proportion of their sales. As the RSA gravity model explanation indicates, the results for those centres are of little value.</p> <p>The RSA findings conclude that 11,000 sqm of neighbourhood space is supportable at North Balddivis in 2031. The output tables on page 14 show:</p> <ul style="list-style-type: none"> • A 7,000 sqm centre (as currently envisaged) in 2031 would generate sales of \$63.4m with an average sales per sqm of \$9,062. • An increase to the centre to 11,000 sqm in the same year would increase sales to \$87.4m and reduce the average sales per sqm to \$7,948. <p>The impact on sales per square metre rates with the additional 4,000 sqm of neighbourhood space (including a second supermarket) is a relatively small -12%. This is perhaps surprising given the floorspace increases by +57%.</p> <p>The average sales per sqm level (\$7,948) however does not indicate a strong performing centre. This level is about 25% below the average turnover per sqm for supermarket-based centres in Australia.</p> <p>At this rate, it indicates the centre is either premature by 2031 and / or there is too much floorspace to be adequately supported by the available market. It does not support the RSA's findings that "...an expansion of the North Balddivis neighbourhood centre from 7,000 sqm up to a maximum of 11,000 sqm within the general time frame of 2026 to 2031 is clearly sustainable" (RSA p.ii).</p>

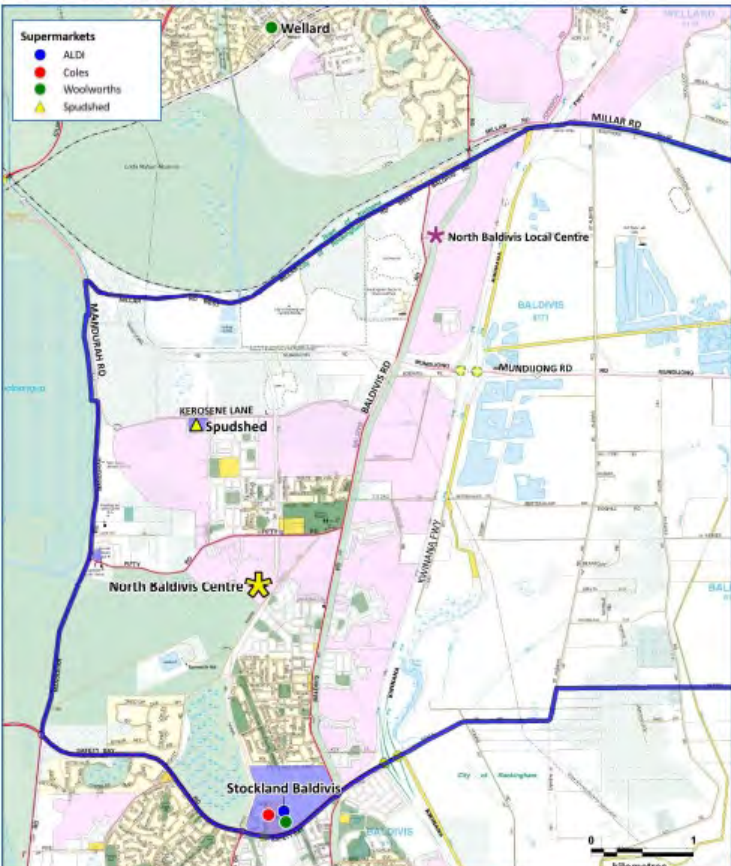
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Name	Address	Comment
No.13 – cont...		<div>18</div> <p>The low average sales per sqm assessed by the RSA in 2031 would almost certainly be significantly lower if a wider range of centres were included in the gravity model and id's latest and much lower population forecasts were incorporated in the model.</p> <p>4.6 Floorspace per capita</p> <p>The RSA section headed 'Current Retail Floorspace' (p9-10) is a brief analysis of rates of retail floorspace provision.</p> <p>It notes the following:</p> <ul style="list-style-type: none"> Existing shop/ retail floorspace in the Baldivis North Study Area is 37,000 sqm however this includes the Baldivis District Centre (30,000 sqm) which serves the Baldivis North and Baldivis South area. The existing retail floorspace ratio for Baldivis as a whole is about 0.9-1.0 sqm per person – a rate similar to the Perth average for district, and neighbourhood / local centres (0.9-1.0 sqm per person) suggesting there is not an under or oversupply at the present time. Due to the larger than average size of the District Centre (0.7 sqm per person) there is a significant under representation of neighbourhood and local floorspace in Baldivis as a whole. <p>The RSA deals with floorspace provision rates (ratios) in two paragraphs without setting out its calculations of existing floorspace and population. The RSA has not considered the future neighbourhood and local centre floorspace in North and South Baldivis and has ignored the role of the District Centre in providing a neighbourhood centre role for the existing areas of North Baldivis, until the designated site is developed.</p> <p>Existing and future floorspace needs should be considered as part of the RSA based on revised population forecasts and allowing for the Structure Plan floorspace allocations and further development at centres such as Spudshed and Baldivis District Centre.</p> <p>4.7 RSA requirements</p> <p>In this respect, the RSA has failed to demonstrate a need or demand for the centre or how it will fill any gaps in the provision of retail goods and services. The gravity model, in our view, does not address these issues.</p>

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No.13 – cont...		<div style="text-align: right;">19</div> <div style="text-align: center;">  </div> <p style="text-align: center;">Alternative assessment</p> <p>5.1 Supermarket floorspace supply & demand</p> <p>The critical element of district and neighbourhood centres and to a lesser extent local centres, is the inclusion of a supermarket. Large supermarkets provide a high proportion of a family's daily and weekly food and grocery needs and generate the necessary customer traffic through the day and evening to support a range of other shops and services including community, medical, leisure, fuel and quick service food sites. They are, in effect, the critical component of a neighbourhood centre.</p> <p>While retail floorspace provision rates for supermarket and local centre floorspace can be a useful guide to the needs of an area, it is often a more targeted supermarket supply and demand assessment that can inform the preferred number and size of neighbourhood and local centres for an area.</p> <p>Supermarket floorspace supply and demand assessments are simple and transparent techniques where the underlying data can be checked and verified and the outputs easily understood.</p> <p>Since the proposed amendment is seeking approval for a further 4,000 sqm of shop/retail floorspace which would be largely occupied by a major supermarket - being the second supermarket for a designated neighbourhood centre - a simple but transparent demand and supply analysis can establish whether there is a need or demand from the future population, allowing for other known or committed centres / supermarkets.</p> <p>Figure 8 reproduces the study area of the RSA with existing and proposed centres and known supermarkets. The pattern of current and future urban development is a long narrow corridor punctuated by non-urban areas to the north and west that limit population levels close to the North Baldivis and Spudshed neighbourhood centres.</p>

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No.13 – cont...		<p style="text-align: right;">20</p> <p>The location of the Baldivis Town Centre with three supermarkets and Wellard to the north with equal or better access for residents in the northern parts of the study area, both limit the effective catchment of the North Baldivis neighbourhood centre.</p> <p>Figure 8— RSA study area and supermarket sites</p> 

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Name	Address	Comment
No.13 – cont...		<p style="text-align: right;">21</p> <p>Table 3 sets out a supermarket floorspace supply and demand assessment for the study area with the results charted in Figure 9.</p> <p>The analysis adopts the same population forecasts for the study area set out in the RSA. As indicated earlier, these have been significantly scaled back by id in their last revision for the City of Rockingham, based on the slowing rates of development since 2014.</p> <p>The analysis (below) therefore overstates the demand levels and represents the most optimistic assessment.</p> <p>The steps in the analysis are as follows:</p> <ul style="list-style-type: none"> • The RSA (high) population forecasts for the North Baldivis study area are in Row 1 • The average rate of supermarket floorspace provision in metropolitan Perth is currently 0.39 sqm per capita. This is set as a constant demand rate to 2036 in Row 2. • Row 3 calculates the total supermarket demand at each five-year interval to 2036 by multiplying the population by the supermarket provision rate (0.39 sqm / capita). • Supermarket supply levels are set out in rows 4-8. The assumptions or calculations are: <ul style="list-style-type: none"> • Spudshed redeveloped in 2017 from 1,750 to 5,200 sqm. • A portion of the supermarket floorspace supply at Baldivis District Centre is credited to the study area each year based on North Baldivis' population in each year as a percentage of the total population in Baldivis overall. As North Baldivis increases its share of the population in future years, it is credited with a greater supply of the Town Centre's supermarket space. The calculations allow for the new ALDI in 2020. • A full-line supermarkets of 3,500 sqm is developed at the North Baldivis neighbourhood centre site by 2026. • A second full-line supermarket of 3,500 sqm is developed at the amendment site by 2031. • A small 1,000 sqm supermarket is developed at the Baldivis North local centre by 2031. • The effective supermarket supply total is calculated in Row 9. • The effective rate of provision (dividing the population into the floorspace supply) is calculated in Row 10 – which can be compared to the Perth average (Row 2). • The difference between the demand level (Row 3) and the supply level (Row 9) is expressed as an under or oversupply of floorspace (Row 11). • In all years there is an oversupply of supermarket floorspace which is expressed as a percentage above the demand level in each year (Row 12). <p>The clear findings of the analysis are:</p> <ul style="list-style-type: none"> • Between 2016 and 2021, the expansion of Spudshed and new ALDI in Baldivis Town Centre increased the available supermarket supply for Baldivis North residents to a level 48% higher than the Perth average.


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No.13 – cont...		<div>22</div> <div><ul style="list-style-type: none">With the addition of one full line supermarket at the North Baldvis neighbourhood centre by 2026, the rate of provision is a similar 49% above the Perth average.If, by 2031 (as recommended by the RSA), a second supermarket is added to the North Baldvis NC and a small 1,000 sqm supermarket to the North Baldvis local centre, the supply level grows to 0.64 sqm per capita or 64% above the Perth average.With further population growth to 2036, the supply level is still 50% above the Perth average.If the second supermarket at North Baldvis does not proceed then supply levels remain high but only 20% above the Perth average in 2036.</div> <div><div>Table 3— North Baldvis supermarket floorspace supply & demand assessment</div><div>Source: Deep End Services</div><table><tr><th>Row</th><th>Unit</th><th>2016</th><th>2021</th><th>2026</th><th>2031</th><th>2036</th></tr><tr><td colspan="7">Supermarket floorspace demand</td></tr><tr><td>1 Population (Baldvis North)</td><td>no.</td><td>7,988</td><td>15,120</td><td>21,948</td><td>27,528</td><td>29,876</td></tr><tr><td>2 Perth avgs. supermarket provision</td><td>sqm/pop</td><td>0.39</td><td>0.39</td><td>0.39</td><td>0.39</td><td>0.39</td></tr><tr><td>3 Total supermarket demand</td><td>sqm</td><td>3,133</td><td>5,929</td><td>8,568</td><td>10,678</td><td>11,716</td></tr><tr><td colspan="7">Supermarket floorspace supply</td></tr><tr><td>4 Spruhead</td><td>sqm</td><td>1,750</td><td>5,200</td><td>5,200</td><td>5,200</td><td>5,200</td></tr><tr><td>5 Baldvis Town Centre (allocation)</td><td>sqm</td><td>2,029</td><td>3,876</td><td>4,061</td><td>4,315</td><td>4,351</td></tr><tr><td>6 Baldvis North Neighbourhood Centre</td><td>sqm</td><td>-</td><td>-</td><td>3,500</td><td>3,500</td><td>3,500</td></tr><tr><td>7 Amendment site</td><td>sqm</td><td>-</td><td>-</td><td>-</td><td>3,500</td><td>3,500</td></tr><tr><td>8 Baldvis North Local Centre</td><td>sqm</td><td>-</td><td>-</td><td>-</td><td>1,000</td><td>1,000</td></tr><tr><td>9 Total existing & proposed</td><td>sqm</td><td>3,779</td><td>9,076</td><td>12,761</td><td>17,515</td><td>17,551</td></tr><tr><td>10 Supermarket provision (projected)</td><td>sqm/pop</td><td>0.47</td><td>0.58</td><td>0.58</td><td>0.64</td><td>0.59</td></tr><tr><td>11 Undersupply(-)/oversupply(+)</td><td>sqm</td><td>+646</td><td>+2,847</td><td>+4,193</td><td>+6,838</td><td>+5,835</td></tr><tr><td>12 Oversupply relative to demand</td><td>%</td><td>+21%</td><td>+48%</td><td>+49%</td><td>+64%</td><td>+50%</td></tr></table></div> <div><div>Figure 9— Supermarket supply & demand assessment</div><div>Source: Deep End Services</div><div></div></div> <div><p>This analysis has been undertaken on the high population assumptions of the RSA. When the revised (lower) population forecasts are substituted, the oversupply of</p></div>	Row	Unit	2016	2021	2026	2031	2036	Supermarket floorspace demand							1 Population (Baldvis North)	no.	7,988	15,120	21,948	27,528	29,876	2 Perth avgs. supermarket provision	sqm/pop	0.39	0.39	0.39	0.39	0.39	3 Total supermarket demand	sqm	3,133	5,929	8,568	10,678	11,716	Supermarket floorspace supply							4 Spruhead	sqm	1,750	5,200	5,200	5,200	5,200	5 Baldvis Town Centre (allocation)	sqm	2,029	3,876	4,061	4,315	4,351	6 Baldvis North Neighbourhood Centre	sqm	-	-	3,500	3,500	3,500	7 Amendment site	sqm	-	-	-	3,500	3,500	8 Baldvis North Local Centre	sqm	-	-	-	1,000	1,000	9 Total existing & proposed	sqm	3,779	9,076	12,761	17,515	17,551	10 Supermarket provision (projected)	sqm/pop	0.47	0.58	0.58	0.64	0.59	11 Undersupply(-)/oversupply(+)	sqm	+646	+2,847	+4,193	+6,838	+5,835	12 Oversupply relative to demand	%	+21%	+48%	+49%	+64%	+50%
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No.13 – cont...		<div>23</div> <p>supermarket floorspace is more acute in 2026 through to 2036, being 78-82% above the Perth average.</p> <p>The findings are clear and overwhelming. A third full-line supermarket in North Baldivis in addition to the existing Spudshed and after a full-line supermarket at the North Baldivis neighbourhood centre is developed in the next five years cannot be supported by the available market.</p> <p>There is no obvious need or demand for an additional major supermarket in North Baldivis over and above the existing Spudshed and a single major supermarket in the future neighbourhood centre.</p> <p>5.2 Supermarkets in neighbourhood & local centres</p> <p>To underline the unusual nature of the current amendment - seeking approval for a second major supermarket in a designated neighbourhood centre – an analysis of supermarkets in district and neighbourhood/local centres was undertaken for the Perth metropolitan area.</p> <p>Figure 10 shows the spatial pattern of the Perth metropolitan centres hierarchy including Strategic Metropolitan Centres, Secondary Centres, established District Centres and Neighbourhood/Local Centres.</p> <p>There is no official list of neighbourhood/local centres as these are determined by local policies and strategies. The list has been put together from an assessment of centres with supermarkets that are not District or higher order centres. The actual number may be more than indicated as it would include small strip centres in many areas without supermarkets.</p> <p>An analysis of the number and size category of supermarkets in the District and Neighbourhood/Local centre categories is shown in Table 4. It shows that in the Perth metropolitan area there are approximately 144 neighbourhood and local centres that have a supermarket. On our analysis, there is not one neighbourhood centre that has two major supermarkets, as proposed by the current amendment.</p> <p>In the larger District Centre category, only about one-third have two major supermarkets.</p> <table><caption>Table 4— Supermarkets in Perth centres</caption><p>Source: Deep End Services</p><table><tr><th rowspan="2">Supermarkets</th><th colspan="2">District Centres</th><th colspan="2">Neighbourhood & Local Centres</th></tr><tr><th>(No.)</th><th>(%)</th><th>(No.)</th><th>(%)</th></tr><tr><td>Major (x2), Small (x1)</td><td>8</td><td>15%</td><td>-</td><td>0%</td></tr><tr><td>Major (x2)</td><td>9</td><td>17%</td><td>-</td><td>0%</td></tr><tr><td>Major (x1), Small (x2)</td><td>2</td><td>4%</td><td>-</td><td>0%</td></tr><tr><td>Major (x1), Small (x1)</td><td>9</td><td>17%</td><td>6</td><td>4%</td></tr><tr><td>Major (x1)</td><td>21</td><td>40%</td><td>33</td><td>23%</td></tr><tr><td>Small (x2)</td><td>-</td><td>0%</td><td>1</td><td>1%</td></tr><tr><td>Small (x1)</td><td>4</td><td>8%</td><td>104</td><td>72%</td></tr><tr><td>Total</td><td>53</td><td>100%</td><td>144</td><td>100%</td></tr></table></table>	Supermarkets	District Centres		Neighbourhood & Local Centres		(No.)	(%)	(No.)	(%)	Major (x2), Small (x1)	8	15%	-	0%	Major (x2)	9	17%	-	0%	Major (x1), Small (x2)	2	4%	-	0%	Major (x1), Small (x1)	9	17%	6	4%	Major (x1)	21	40%	33	23%	Small (x2)	-	0%	1	1%	Small (x1)	4	8%	104	72%	Total	53	100%	144	100%
Supermarkets	District Centres			Neighbourhood & Local Centres																																															
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No.13 – cont...		<div style="text-align: right;">24</div> <p>The development of a second major supermarket at North Baldivis is not only unsupported by the available population but would elevate the centre to a level not contemplated in the Structure Plan and without precedence in any existing neighbourhood centre in Perth.</p> <p>Figure 10— Metropolitan centres</p> 

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No.13 – cont...		<div style="text-align: right;">25</div> <div style="text-align: center;">  <p>Conclusions</p> </div> <p>The RSA has failed to meet the requirements for an RSA set out in Planning Policy 4.2 and the City of Rockingham Local Commercial Strategy. It has not presented a need or demand assessment nor identified any apparent gaps in the market that would be filled by the proposal.</p> <p>The RSA has not undertaken a floorspace demand and supply assessment that could answer the question of need. The RSA has not considered the overall costs and benefits of the proposal, as required by policy.</p> <p>The RSA is considered to be deficient in that:</p> <ul style="list-style-type: none"> • The assumptions and calculations used in the analysis are not transparent. • It has considered a narrow range of centres that would not adequately capture or reflect the wide range of shopping options used by residents of an outer area. • It has not made a proper allowance for the growth of shop floorspace at existing centres. • It has not allowed for recent proposals including a Local Centre at the corner of Baldivis Road and Fifty Road (pending WAPC approval) and the approved Costco at Casuarina. • It is based on population forecasts which are now out of date and excessively high as they have not captured the slowing rate of housing construction in the last five years. <p>The findings of the RSA that an additional 4,000 sqm including a major supermarket can be supported by 2031 are not supported up by the gravity model results. The results indicate the enlarged North Baldivis centre will be trading at low average levels.</p>

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No.13 – cont...		<p style="text-align: right;">26</p> <p>On our analysis, we find that the pattern and floorspace of neighbourhood centres in North Baldivis has changed significantly since the District Structure Plan which recommended one neighbourhood centre. The growth and formalisation of the Spudshed (Kerosene Lane) neighbourhood centre has already raised the level of provision and competition in the area. The development of a single supermarket at the North Baldivis neighbourhood centre will raise supermarket provision rates to very high levels in 2026 and in 2031, will still be higher than metropolitan averages.</p> <p>The addition of a second supermarket would result in excessive levels of supermarket floorspace that, in our view, will not achieve viable trading levels. The effect of this will be significant on customer traffic levels and shop vacancies.</p> <p>There is no apparent precedent for the establishment of two major supermarkets in a neighbourhood centre in metropolitan Perth. The urban structure of North Baldivis and its population has been correctly planned with one central neighbourhood centre including a major supermarket.</p> <p>The need or viability of a second major supermarket is not demonstrated by the RSA. In our view, the proposal should be dismissed on the grounds of inadequate need and demand.</p>
14. Mr Nathan Mass Planning Solutions (on behalf of Galati Group)	GPO Box 2709 CLOISTERS SQUARE PO WA 6850	<p>Planning Solutions acts on behalf of Galati Group, the proprietor of Spudshed Baldivis, situated at Lot 430 (124) Kerosene Lane, Baldivis (subject site). We refer to the proposed amendments to the Lot 311 Fifty Road Structure Plan (structure plan), advertised for public comment by the City of Rockingham (City) until 16 October 2020. We thank the City for the opportunity to review and provide comment.</p> <p>On behalf of our client, we strongly object to the proposed increase in area designated for commercial development and subsequent increase in retail floorspace. As outlined in the following submission, it is considered that the proposed increase will have a detrimental impact to the subject site, has not been adequately justified from a retail assessment perspective, and is not consistent with the City's Local Commercial Strategy, the Baldivis North District Structure Plan, State Planning Policy 4.2, or the Planning and Development (Local Planning Scheme) Regulations 2015.</p> <p>Accordingly, the proposed amendment is not consistent with the principles of orderly and proper planning and should not be approved.</p> <p>1. INTRODUCTION TO SPUDSHED</p> <p>Spudshed Baldivis (Spudshed) forms part of the Spudshed Neighbourhood Centre and is situated within the northern portion of the Baldivis locality, approximately 1.4 kilometres from the subject site.</p> <p>Established in 1998, Spudshed has grown to be a popular store serving residents from Baldivis and the greater metropolitan area. Spudshed Baldivis was the company's first store, operating from a small shed on the family operated market gardens.</p>

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No.14 – cont..		<p>The iconic Baldivis store has historically operated here, offering the retail sale of fresh produce, primary produce, and everyday groceries.</p> <p>Spudshed's philosophy to reduce the cost of weekly shopping is reflected in the nature of its operations. By focusing on the bulk display of local and family grown produce, Spudshed is able to reduce the sale price direct to households and thus become a popular retail offering.</p> <p>Subsequently, as the broader Baldivis locality has been progressively developed, Spudshed Baldivis was recognised as an important local and regional commercial space, being designated a neighbourhood centre within the planning of the locality.</p> <p>The Spudshed site is zoned 'Commercial' under the City's Town Planning Scheme No. 2.</p> <p>2. PROPOSED STRUCTURE PLAN AMENDMENT</p> <p>The amendment proposes the expansion of the North Baldivis Neighbourhood Centre (NBNC) through the reallocation of a significant portion of land from residential to commercial use, as well as an increase in residential density and modification to the movement network. The area designated for commercial development is proposed to increase from 0.204ha to 1.8ha, with an additional 4,000m² of retail floorspace proposed. As a result, this increase will provide up to 11,000m² of shop/retail floorspace for the NBNC. This is a significant amount of additional floorspace, which would have substantial impacts on surrounding centres.</p> <p>3. RETAIL SUSTAINABILITY ASSESSMENT</p> <p>The proposed amendment to the structure plan is accompanied by a Retail Sustainability Assessment (RSA) which attempts to justify the establishment an additional 4,000m² of a new, unplanned commercial floorspace. We have arranged for a detailed response to the RSA to be prepared by an expert retail specialist – Pracsys. This response is included at Appendix 1.</p> <p>The Pracsys review of the RSA concludes:</p> <ul style="list-style-type: none"> • The population growth estimates used by the RSA have been superseded, reducing the forecasted population increase in the locality. This results in outdated and unreliable data being used to support the proposed increase in commercial space. For example, the reduction in forecasted residents by 2,433 in 2031 will reduce estimated turnover in all centres by 8.9%. The variable nature of population estimates places a high risk in economic forecasting, and as such, should not be considered. • The proposed expansion to the NBNC would significantly impact multiple existing centres in the locality. A significant impact is generally considered to be a 10% reduction in turnover or greater. The proposed centre would impact the Spudshed Baldivis Neighbourhood Centre as well as the North Baldivis Local Centre 2 in 2031 by 11.6% and 11.3% respectively. The justification that an increase in population will mitigate this impact is void, as the forecast population has decreased.

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No.14 – cont..		<ul style="list-style-type: none"> • The RSA fails to assess the impact on all future centres in the locality, omitting the Millars Landing and Baldivis Park local centres. The potential impact to these centres reduces the accessibility of the locality. Local centres provide amenity to residents within walkable catchments. By reducing the viability of these centres, it reduces the ability of residents to have access to high quality goods and services within a walkable distance. • There is no evidence of an under-provision of retail floorspace as claimed in the RSA. It is estimated that the retail floorspace for Baldivis as a whole is 1.2m² per person, increasing to 2m² per person when approved centres are developed. These estimates are above the greater Perth average of 0.9-1m² per person. • In addition, the calculations used by the RSA encompass the whole of the Baldivis locality. Residents in South Baldivis would be unlikely to pass the Baldivis District Centre to utilise the NBDC, and these residents should not be included in the RSA modelling. • The proposed expansion would affect the activity centre hierarchy of the Baldivis locality. The proposed floorspace increase would result in the centre operating in a manner reflective of a small district centre, in lieu of a neighbourhood centre. This competition, as outlined in the RSA, is estimated to have an 8.7% impact to the district centre. The proposed increase would also impact the ability of the Spudshed Neighbourhood Centre to provide services expected from a neighbourhood centre, impacting the locality's planned retail hierarchy. <p>As detailed above, the RSA uses outdated data and flawed methodology. Accordingly, the proposed amendment to the structure plan cannot be supported on the basis of the deficient RSA.</p> <p>4. BALDIVIS (NORTH) DISTRICT STRUCTURE PLAN</p> <p>The Baldivis North District Structure Plan (BNDSP) sets out the intended land uses for the northern portion of Baldivis, designating areas for retail core and mixed-use development, as well as areas for community facilities and medium density housing. The identification of neighbourhood and local centres in the BNDSP is consistent with SPP4.2 which requires at clause 5.1.2(2):</p> <p>Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities. These centres should be recognised in local planning strategies, and also in structure plans for new urban areas. [emphasis added]</p> <p>The BNDSP identifies a neighbourhood centre on Nairn Drive in North Baldivis with a maximum net leasable area (NLA) of 5,500m². The proposed amendment to structure plan seeks to increase the NLA of this centre to approximately 11,000m². This proposal is attempting to double the floorspace originally intended for the Baldivis North NC, and is therefore inconsistent with the BNDSP.</p>

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No.14 – cont..		<p>To do otherwise would be inconsistent with orderly and proper planning.</p> <p>Until such time as the population and retail demand of the North Baldivis locality can support it, the City of Rockingham and Western Australian Planning Commission should not contemplate an amendment to the Structure Plan proposing the establishment of significant additional commercial space within the Baldivis North NC, particularly where the proposal does not sufficiently demonstrate it complies with the relevant strategic and statutory requirements for the planning of activity centres. Importantly, the adverse impact will result in the loss of, or unacceptable delay in the timely provision of essential retail and associated community services.</p> <p>8. MATTERS TO BE CONSIDERED</p> <p>Clause 67 of the Planning and Development (Local Planning Scheme) Regulations 2015 (regulations) sets the matters that local governments must have due regard to when considering planning matters. It is considered that the following matters are relevant to the proposed structure plan amendment.</p> <ul style="list-style-type: none"> • <i>(b) the requirements of orderly and proper planning</i> As outlined above, it is considered that the proposed amendment is not consistent with the planning framework for the locality, including the City's Local Commercial Strategy, the Baldivis North District Structure Plan, and State Planning Policy 4.2 and thus the principle of orderly and proper planning. • <i>(c) any approved State planning policy</i> The proposed amendment is not consistent with State Planning Policy 4.2. • <i>(g) any local planning policy for the Scheme area</i> The proposed amendment is not consistent with the City's Local Commercial Strategy. • <i>(h) any structure plan, activity centre plan or local development plan that relates to the development</i> The proposed amendment is not consistent with the Baldivis North District Structure Plan. • <i>(m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development</i> As detailed within this submission, the proposed expansion of the NBNC would have a negative impact on surrounding centres, including Spudshed Baldivis. This is through a reduction in demand for these centres, resulting in a reduction in turnover as well as the ability of undeveloped centres to be realised. • <i>(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses</i>


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No.14 – cont..		<p>APPENDIX 1 PRACSYS RESPONSIVE SUBMISSION TO RETAIL SUSTAINABILITY ASSESSMENT</p>  <p>Vegie Bandits Pty Ltd</p> <p>Response to North Baldivis Neighbourhood Centre Proposed Expansion</p> <p>OCTOBER 2020</p>

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No.14 – cont..		<div>Response to North Baldivis Neighbourhood Centre Proposed Expansion</div> <div></div> <div><table><tr><th colspan="5">Document Control</th></tr><tr><th>Document Version</th><th>Description</th><th>Prepared By</th><th>Approved By</th><th>Date Approved</th></tr><tr><td>v 1.0</td><td>Response to RSA</td><td>Steven Godecke Dawson Demassiet-Huning</td><td>Lucy Heales</td><td>15 October 2020</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table></div> <div><div>Disclaimer</div><p>This report has been prepared for Vegie Bandits Pty Ltd. The information contained in this document has been prepared with care by the authors and includes information from apparently reliable secondary data sources which the authors have relied on for completeness and accuracy. However, the authors do not guarantee the information, nor is it intended to form part of any contract. Accordingly, all interested parties should make their own inquiries to verify the information and it is the responsibility of interested parties to satisfy themselves in all respects.</p><p>This document is only for the use of the party to whom it is addressed and the authors disclaim any responsibility to any third party acting upon or using the whole or part of its contents.</p></div>			Document Control					Document Version	Description	Prepared By	Approved By	Date Approved	v 1.0	Response to RSA	Steven Godecke Dawson Demassiet-Huning	Lucy Heales	15 October 2020										
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No.14 – cont..		<div>Response to North Baldivis Neighbourhood Centre Proposed Expansion</div> <div></div> <div><h2>2 ASSESSMENT AND COMMENTARY</h2><h3>2.1 Population growth estimates have been superseded</h3><p>Population growth is a significant factor in determining the viability of the NBNC expansion and the impact it will have on surrounding centres. The expected population growth is a key factor in determining total retail turnover in North Baldivis. Retail turnover is used by the RSA to estimate activity centre viability. The RSA uses a modified version of Forecast ID's estimations for population growth as of March 2020². It appears that since March 2020, Forecast ID has adjusted these estimates, which is likely to significantly impact viability estimations for the expanded NBNC and surrounding centres in 2026 and 2031 (Figure 1).</p><p>Figure 1. Forecast ID Populations Estimates</p><table><tr><th>Year</th><th>2016</th><th>2021</th><th>2026</th><th>2031</th><th>2036</th></tr><tr><td>Estimations in RSA</td><td>7,998</td><td>15,120</td><td>21,848</td><td>27,228</td><td>29,877</td></tr><tr><td>Current Estimations</td><td>8,349</td><td>11,454</td><td>17,582</td><td>24,795</td><td>29,463</td></tr></table><p>Source: Forecast ID 2020, Shrapnel Urban Planning 2020</p><p>Under the proposed 11,000 m² centre in 2031, the RSA states that the NBNC, Spudshed Baldivis Neighbourhood Centre and North Baldivis Local Centre 1 would all be trading at 'feasible levels'. The reduction of 2,433 residents in 2031 from the revised projections would reduce total turnover in the RSA's estimations for 2031 by approximately 8.9% or \$25 million for all centres³. The NBNC and other current centres will not likely trade at a 'feasible level' by 2031 if the Amendment is approved (see Section 2.6). The viability of the proposed Local Centres (see Section 2.3) should also be considered as they are likely to be developed before 2031 if approved.</p><p>The significant changes that have occurred in population estimates since March 2020 put into question the justification for the Amendment. The RSA results are highly sensitive to the population growth assumption, particularly the viability of the proposed expansion. Population estimations are often fickle and subject to modifications; basing the decision to approve the Amendment on an assessment of viability 10-15 years in the future is extremely risky. Under the higher population growth used in the RSA, the approved NBNC is estimated to only trade 'moderately well' in 2026 and 'reasonably well' by 2031. The revised population estimates would likely put into question the viability of the approved NBNC until at least 2031. It is recommended that the Amendment be refused based on this high level of risk, in particular when impacts on other centres have been identified as high in the RSA.</p><div><p>² The RSA modifies Forecast ID estimations by excluding a number of persons in North Baldivis. Our use of current Forecast ID population estimates includes a larger portion of residents in North Baldivis, meaning the actual difference between our estimates and the RSA's should be even larger than what is reported.</p><p>³ Based on the reduction in population of 8.9% for more recent Forecast ID estimates and the previously predicted \$279.8 million in total turnover for 2031 in the RSA.</p></div></div>	Year	2016	2021	2026	2031	2036	Estimations in RSA	7,998	15,120	21,848	27,228	29,877	Current Estimations	8,349	11,454	17,582	24,795	29,463
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4



Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.14 – cont..		<p>Response to North Baldivis Neighbourhood Centre Proposed Expansion </p> <hr/> <p>2.2 The proposed expansion will significantly impact multiple existing centres</p> <p>SPP 4.2 lists the following requirements of an RSA:</p> <p><i>A Retail Sustainability Assessment (RSA) assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in a locality. It addresses such effects from a local community access or benefit perspective, and is limited to considering potential loss of services, and any associated detriment caused by a proposed development.</i></p> <p><i>The RSA should consider overall costs and benefits of the proposal taking into account the objectives of this policy and the Commission's Guidelines for Retail Sustainability Assessments. Findings should be expressed in terms of any potential impacts on each affected activity centre.</i></p> <p>A significant impact is generally considered to be a 10% reduction in turnover or greater.⁴ The calculations in RSA show that the expanded NBNC impacts two activity centres by more than 10%. The Spudshed Baldivis Neighbourhood Centre and North Baldivis Local Centre 2 are estimated to be impacted by 11.6% and 11.3% respectively if the development occurs in 2026 or 2031.</p> <p>The justification for allowing these significant impacts is that high population growth between 2031-2036 will mitigate the impact. As demonstrated in Section 2.1, population growth estimates are highly variable and subject to significant modification; this is illustrated by the superseded population estimates used in the RSA. The RSA identifies clearly that the proposed developments impact will be above the commonly accepted level and if population estimates for 2031-2036 are inaccurate, this impact may not be diminished.</p> <p>Should the impact endure, there would be a risk that the activity centre hierarchy would perform poorly as a whole. This will place a strain on the operators in each centre, leading to greater turnover of operators and higher vacancy levels at centres. This will likely lead to an overall reduction in the provision of services available to residents within their walkable catchment. The expansion of NBNC is against the principles of SPP 4.2; the significant impact on other centres and potential reduction in services within a walkable catchment for residents are both strong justifications to refuse the Amendment.</p> <p>2.3 The RSA fails to assess the impact on some future centres</p> <p>The RSA does not consider some future local centres. There are applications for a number of new local centres that will provide access to high quality retail goods and services suitable for daily shopping needs within a</p> <hr/> <p>⁴ The NBNC RSA refers to impacts under 10% as 'commonly acceptable'</p> <p>Veggie Bandits Pty Ltd</p>


Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

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Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

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Name	Address	Comment
No.14 – cont..		<p>Response to North Baldivis Neighbourhood Centre Proposed Expansion</p>  <p>Figure 2. Unassessed Baldivis Parks Activity Centres</p>  <p>Source: Pracsys 2020</p> <p>Vegie Bandits Pty Ltd</p>


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No.14 – cont..		<div>Response to North Balddivis Neighbourhood Centre Proposed Expansion</div> <div></div> <div><h3>2.4 There is no evidence of an under-provision of retail floorspace</h3><p>The RSA argues that there is an under-provision of retail floorspace in Balddivis (North and South) and estimates the provision of floorspace to be approximately 0.7 m² per person, below the Greater Perth average of 0.9 - 1.0 m² per person. The RSA also estimates the provision of retail floorspace in North Balddivis to be 2.7 m² per person.</p><p>Based on 2020 Forecast ID population estimates³, the current provision of developed retail floorspace in North Balddivis is estimated to be 3.6 m² per person, this ratio is increased to 4.7 m² per person when approved but undeveloped activity centres in North Balddivis are included.</p><p>It is estimated the current provision of retail floorspace for Balddivis as a whole is 1.2 m² per person, this ratio increases to 2.0 m² per person when approved but undeveloped projects are included. These estimations are well above the Greater Perth average and do not support the claim that there is an under-provision of retail floorspace in Balddivis.</p><p>Figure 3. Retail Floorspace (m²) by Activity Centre and Year</p><table><tr><th>Activity Centre (Status)</th><th>Region</th><th>2020</th><th>2031</th><th>2036</th></tr><tr><td>Balddivis Town Centre (Developed)</td><td>North Balddivis</td><td>31,285</td><td>31,285</td><td>31,285</td></tr><tr><td>Spudshed Balddivis (Developed)</td><td>North Balddivis</td><td>5,500</td><td>5,500</td><td>5,500</td></tr><tr><td>Balddivis Parks (Proposed)</td><td>North Balddivis</td><td>1,274</td><td>1,274</td><td>1,274</td></tr><tr><td>Lakeside Caravan Park (Developed)</td><td>North Balddivis</td><td>1,448</td><td>1,448</td><td>1,448</td></tr><tr><td>The Ridge (Partially Developed)</td><td>South Balddivis</td><td>2,240</td><td>2,240</td><td>2,240</td></tr><tr><td>Settlers Hills Village Centre (Developed)</td><td>South Balddivis</td><td>3,240</td><td>3,240</td><td>3,240</td></tr><tr><td>Corner Balddivis/Fifty (Proposed)</td><td>North Balddivis</td><td>1,082</td><td>1,082</td><td>1,082</td></tr><tr><td>Millars Landing (Approved)</td><td>North Balddivis</td><td>2,250</td><td>2,250</td><td>2,250</td></tr><tr><td>Balddivis North (Approved)</td><td>North Balddivis</td><td>7,000</td><td>7,000</td><td>7,000</td></tr><tr><td>Avalon (Approved)</td><td>South Balddivis</td><td>1,500</td><td>1,500</td><td>1,500</td></tr><tr><td>Tuart Ridge (Developed)</td><td>South Balddivis</td><td>3,005</td><td>3,005</td><td>3,005</td></tr><tr><td>Stargate (Precinct E) (Approved)</td><td>South Balddivis</td><td>4,500</td><td>4,500</td><td>4,500</td></tr><tr><td>Parkland Heights (Approved)</td><td>South Balddivis</td><td>10,000</td><td>10,000</td><td>10,000</td></tr></table><p>Source: Department of Planning, Lands and Heritage 2015/17, Property Council of Australia 2018</p><p>Even with the expected population growth, we estimate that if there is no expansion of retail floorspace, in 2036, the floorspace ratio for the entirety of Balddivis will be 1.1 m² per person, above the Greater Perth average.</p><div><p>³Forecast ID estimates 10,698 residents in North Balddivis and 37,424 residents in Balddivis as a whole as of 2020. In 2036, Forecast ID estimates 68,543 residents in the entirety of Balddivis.</p></div></div> <div>Veggie Bandits Pty Ltd</div> <div>8</div>	Activity Centre (Status)	Region	2020	2031	2036	Balddivis Town Centre (Developed)	North Balddivis	31,285	31,285	31,285	Spudshed Balddivis (Developed)	North Balddivis	5,500	5,500	5,500	Balddivis Parks (Proposed)	North Balddivis	1,274	1,274	1,274	Lakeside Caravan Park (Developed)	North Balddivis	1,448	1,448	1,448	The Ridge (Partially Developed)	South Balddivis	2,240	2,240	2,240	Settlers Hills Village Centre (Developed)	South Balddivis	3,240	3,240	3,240	Corner Balddivis/Fifty (Proposed)	North Balddivis	1,082	1,082	1,082	Millars Landing (Approved)	North Balddivis	2,250	2,250	2,250	Balddivis North (Approved)	North Balddivis	7,000	7,000	7,000	Avalon (Approved)	South Balddivis	1,500	1,500	1,500	Tuart Ridge (Developed)	South Balddivis	3,005	3,005	3,005	Stargate (Precinct E) (Approved)	South Balddivis	4,500	4,500	4,500	Parkland Heights (Approved)	South Balddivis	10,000	10,000	10,000
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Lots 1401 and 1402 Fifty Road, Baldvis (LUP-1412-06)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.14 – cont..		<p>Response to North Baldvis Neighbourhood Centre Proposed Expansion</p>  <hr/> <p><i>The Argument Based on the Assumed Under Supply is not Justified</i></p> <p>The argument justified by the floorspace ratio analysis in the RSA states that the NBNC expansion will address the under-provision of floorspace throughout Baldvis. This argument is flawed residents from South Baldvis are unlikely to drive past the Baldvis District Centre to access the expanded NBNC due to its smaller retail offering. Furthermore, the assumption that the NBNC would service those residents indicates that it would be playing the role of a district centre. SPP 4.2 provides a notional population catchment of 1km for neighbourhood centres; South Baldvis is well outside this notional catchment. The NBNC expansion is not addressing an undersupply and does not fit its neighbourhood role, accordingly, the Amendment should be refused.</p> <p>2.5 The proposed development may affect the Activity Centre Hierarchy</p> <p>The proposed expansion of the NBNC is likely to disrupt the Activity Centre Hierarchy in North Baldvis. The proposed increase in floorspace for the NBNC will result in the activity centre reflecting a small district centre as opposed to a neighbourhood centre, creating a competitor for the district centre. The effect of this competition is outlined in the RSA with an estimated 8.7% impact on the district centre from the proposed expansion. The RSA undertaken for the Baldvis Town Centre estimated there was the potential for approximately 36,000 m² floorspace in the Town Centre. This is approximately 4,000 m² more than currently occupied by the Town Centre and the proposed expansion to NBNC could be incorporated into the Town Centre if required. The proposed expansion of the NBNC does not align with the current Activity Centre Hierarchy.</p> <p>The Spudshed Baldvis Neighbourhood Centre plays an important role in the Activity Centre Hierarchy as it offers consumers in North Baldvis with an alternative form of convenience retail. It is also planned to include a main street retail section that will likely provide important specialty and food retail opportunities to cater for the surrounding population.⁹ SPP 4.2 states:</p> <p style="text-align: center;"><i>"Local planning strategies should guide the long-term distribution of retail and commercial floorspace and housing supply via a network of centres that provide sufficient development opportunities to enable a diverse supply of commercial and residential floorspace to meet projected community needs"</i></p> <p>The proposed expansion will result in a significant impact on the Spudshed Baldvis Neighbourhood Centre (see Section 2.2). This impact could affect the Spudshed centre's ability to deliver the variety of services that would be expected from a neighbourhood centre if all operators can no longer operate viably. Based on the</p> <hr/> <p>⁹ Spudshed Neighbourhood Centre Development Plan (2014)</p> <p>Vegie Bandits Pty Ltd</p>


Schedule of Submissions - Proposed Amendment to Structure Plan –
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Name	Address	Comment																		
No.14 – cont..		<p>Response to North Baldivis Neighbourhood Centre Proposed Expansion</p>  <p>revised population growth estimates, the Activity Centre Hierarchy would see a greater benefit from the original development of a 7,000 m² NBNC at an appropriate timeframe.</p> <p>The local centres in the activity centre hierarchy will likely experience the greatest impact. As mentioned in Section 2.2, the estimated impact for the North Baldivis Local Centre 2 is 11.3% and the impact on a number of other proposed local centres is likely to be equal to or greater than 10% (see Section 2.3). Local Centres provide amenities that are within walkable distances for residents and reduce the overall need to travel. SPP 4.2 states:</p> <p><i>“The Perth and Peel regional planning framework seeks to reduce the overall need to travel and support the use of public transport, cycling and walking for access to services, facilities and employment.”</i></p> <p>The potential loss of these centres or a lack of development due to the proposed expanded NBNC is a clear disbenefit to the community that would not be counteracted by the expanded NBNC. The original 7,000 m² NBNC is largely sufficient to fulfill its role as a neighbourhood centre, in 2031 when demand arises. It would for viable local centres that provide significant amenity to residents.</p> <p>The expanded NBNC would negatively affect the activity centre hierarchy and the Amendment should be refused.</p> <p>2.6 The turnover levels in 2031 will be lower than what can be considered viable</p> <p>The RSA assesses centres as performing ‘moderately well’, ‘reasonably well’ and at ‘feasible levels’ in 2026 and 2031, concluding that turnover levels are viable when the expanded NBNC is assessed at 2031. Colliers use the following retail turnover productivity estimates to assess the viability of different retail floorspace types (Figure 4).</p> <p>Figure 4. Required Floorspace Productivity (\$/m²)</p> <table border="1"> <thead> <tr> <th>Retail Classification</th><th>Productivity (\$/m²)</th><th>Retention Rates</th></tr> </thead> <tbody> <tr> <td>Take Home Food/Tobacco</td><td>10,000</td><td>90%</td></tr> <tr> <td>Take Home Liquor</td><td>9,000</td><td>90%</td></tr> <tr> <td>Dining Out/Take-Away</td><td>6,500</td><td>80%</td></tr> <tr> <td>Clothing/Footwear</td><td>5,000</td><td>20%</td></tr> <tr> <td>Convenience Retail/Personal Services</td><td>7,000</td><td>60%</td></tr> </tbody> </table> <p>Source: Colliers 2018</p> <p>Veggie Bandits Pty Ltd</p>	Retail Classification	Productivity (\$/m ²)	Retention Rates	Take Home Food/Tobacco	10,000	90%	Take Home Liquor	9,000	90%	Dining Out/Take-Away	6,500	80%	Clothing/Footwear	5,000	20%	Convenience Retail/Personal Services	7,000	60%
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PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.14 – cont..		<p>Response to North Baldivis Neighbourhood Centre Proposed Expansion</p>  <hr/> <p>These turnover productivity estimates have been used to assess the results of the RSA analysis:</p> <ul style="list-style-type: none"> Spudshed Baldivis Neighbourhood Centre has a projected productivity of \$7,769 m² in 2031. Given Take Home Food is the predominant floorspace it is likely this is under performing. The reduced population estimates will further affect the viability of this centre The North Baldivis Local Centre has a projected productivity of \$7,087 m² in 2031. This centre is likely to include a mix of Take Away Food/Liquor, Convenience Retail and a small proportion of Clothing/Footwear uses. While the current estimate could be viable, the reduced population will likely make this centre unviable. This is likely to remain true for other proposed local centres. <p>Several centres will likely experience turnover levels below what is considered viable in 2031 should the expanded NBNC be developed; therefore, the Amendment should be refused.</p> <p>Vegie Bandits Pty Ltd</p>

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PUBLIC SCHEDULE OF SUBMISSIONS		
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No.14 – cont..		<p>Response to North Baldivis Neighbourhood Centre Proposed Expansion</p>  <hr/> <h3>3 CONCLUSION</h3> <p>The assessment identifies several critical issues that support the refusal of the Amendment, specifically relating to the expansion of the North Baldivis Neighbourhood Centre. These include:</p> <ul style="list-style-type: none"> • There is a high level of risk associated with the findings of the RSA as they are predicated on high population growth that has already been superseded and revised downwards • Expanding the NBNC is against the principles of SPP 4.2 as it will have a significant impact on other centres and lead to a potential reduction in services within a walkable catchment for residents • The expanded NBNC will likely have a significant impact on proposed local centres and potentially reduce the availability of retail floorspace within walkable distance of future residents • The NBNC expansion does not address an undersupply of retail floorspace and does not fit its neighbourhood role • The expanded NBNC would negatively affect the activity centre hierarchy • Several centres will likely experience turnover levels below what is considered viable in 2031 should the NBNC be expanded <p>Based on the findings of the assessment, we strongly recommend that the Amendment be refused.</p> <p style="text-align: right;">Veggie Bandits Pty Ltd 12</p>
15. Mr David G Roberts	21 Rubylou Crescent BALDIVIS WA 6171	<p>I don't believe this should go ahead as a 6.30 start up will have a large number of vehicle use in the streets as early as 6am and vehicle noise and mums and dads and children will be too noisy and privacy issues with two story building over looking into our yards, and noise travel in the area. This site is not suited for a facility of this size, and the parking area across the road is not there for the child care Center, it says in our building site agreement that there is a hotel going on that site and a cafe and hair dressers, there was no mention of 119 children daycare facility being built when our property was purchased, and when this was brought up in March April this year I was advised this had been taken of the proposed building planning.</p>

Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Ms Rebecca Curry Transperth	Public Transport Centre West Parade PERTH WA 6000	<p>Thank you for referring the proposed Structure Plan Amendment (Lot 311 Fifty Road Structure Plan) to the Public Transport Authority (PTA) for comment. Please find the PTA's comments below:</p> <ul style="list-style-type: none"> • Transperth is supportive of the increase in density as this is conducive to the operation and growth of the Transperth network. PTA advocate for higher residential densities to maximise the opportunities for land use and public transport integration. • Transperth has no issue with the Proposed Structure Plan Amendment to road widths and layout. • In regards to 3.4.3 Public Transport in the Proposed Structure Plan Report (part 2, p.29), it should be noted that Transperth does have future plans to realign the Route 568 bus service via Nairn Drive extension once this section of road is connected between Nairn Drive and Fifty Road (currently this service operates via Eighty Road). <p>If you require any additional information, please do not hesitate to contact me.</p>
2. Mr Brett Coombes Water Corporation	PO Box 100 LEEDERVILLE WA 6007	<p>Thank you for your letter of 4 September 2020 inviting comments on the proposed amendment to the above structure plan. The changes appear to be relatively minor in nature and the Water Corporation therefore has no objections to the proposals.</p> <p>The Corporation has adopted schematic water and wastewater infrastructure planning for this area. This planning can be adapted, varied and staged by the developers' consulting engineers in consultation with the Water Corporation. The developers of this land will need to extend water and sewerage mains into the area at the subdivision stage.</p> <p>The proposed increases in density code and changes in some zoning/land uses are noted. Any changes required to the planned water and sewerage networks for this area will need to be addressed by the proponent's consulting engineers and, if required, upgrades undertaken to the existing networks to the west to support servicing of the proposed additional dwelling yield.</p> <p>If you have any queries or require further clarification on any of the above issues, please contact me on Tel. 9420-3165.</p>
3. Ms Fiona Snellin ATCO Gas Australia Pty Ltd	81 Prinsep Road JANDAKOT WA 6164	<p>ATCO Gas has no objection to the proposed Amendment to the Structure Plan for Lots 1401 and 1402 Fifty Rd Baldivis.</p>
4. Mr Lyndon Mutter Department of Conservation and Attractions	Locked Bag 104 BENTLEY DELIVERY CENTRE WA 6983	<p>In reference to your correspondence dated 4 September 2020, the Parks and Wildlife Service of the Department of Biodiversity, Conservation and Attractions (the department) provide the following comments.</p> <p>No information on the environmental values of the site has been provided with the application for the department to review.</p> <p>The department previously provided comment on the draft Local Structure for Lot 311 to the City of Rockingham in 2012, which,</p> <ul style="list-style-type: none"> • Recommended that a Flora and Vegetation Survey consistent with Environmental Protection Authority guidelines be undertaken, and

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SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.4 – cont...		<ul style="list-style-type: none"> Advised that the vegetation supports feeding habitat for the threatened Carnaby's Black cockatoo and possibly contains nesting habitat. A known Carnaby roosting site is located 1.5 km from the site. Proposals likely to have a significant impact on Carnaby's cockatoo habitat are required to be referred to the Commonwealth Department of Environment and Energy. <p>The proposed development will result in the clearing of the Banksia Woodlands of the Swan Coastal Plain Threatened Ecological Community which is listed as Endangered under the Federal Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999). The proposal may result in the loss of habitat for threatened black cockatoo species. Carnaby's Black Cockatoo, Baudin's Black Cockatoo, and the Forest Red-tailed Black Cockatoo are listed as 'Endangered' and 'Vulnerable' respectively under the EPBC Act 1999. These species are also listed as 'Specially Protected' under the Western Australian Biodiversity Conservation Act 2016. The proposal should be discussed with the Federal Department of Agriculture, Water and the Environment to determine requirements for referral of the proposal under the EPBC Act.</p>
5. Mr Brett Dunn Department of Water and Environmental Regulation	PO Box 332 MANDURAH WA 6210	<p>Thank you for the opportunity to review the abovementioned proposed amendment to Structure Plan – Lots 1401 and 1402, Baldivis, provided with correspondence dated 4 September 2020.</p> <p>The Department has reviewed the structure planning documents, inclusive of the Lot 1401 and Lot 1402 Fifty Road, Baldivis, Local Water Management Strategy (Peritas, August 2020). Comments regarding the adequacy of this document in meeting requirements of Better Urban Water Management (WAPC, 2008) are provided in the Attachment 1.</p> <p>It is recommended the local water management strategy is revised in accordance with the attached comments, and any advice from the City of Rockingham, and resubmitted to both agencies for endorsement prior to the adoption of the local structure plan.</p>


Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS																																																						
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No.5 – cont...		<div>Attachment 1 - Department of Water and Environmental Regulation comments on the Lot 1401 and Lot 1402 Fifty Road, Baldivis, Local Water Management Strategy (Peritas, August 2020).</div> <div><table><tr><td></td><td>Date received</td><td>Comments Sent</td></tr><tr><td>Rev 1</td><td>4/09/2020</td><td>18/09/2020</td></tr><tr><td>Rev 2</td><td></td><td></td></tr><tr><td>Rev 3</td><td></td><td></td></tr></table></div> <div><table><tr><th>No.</th><th>Page</th><th>Section</th><th>Rev 1 - DWER Comments</th><th>Rev 1 – Author's Actions</th><th>Rev 2 - DWER Comments</th></tr><tr><td>1</td><td>9</td><td>Section 4.1.3 - LSP Internal Access Roads and Laneways Management</td><td>Section should confirm that amended soil filter media with a Phosphorous Retention Index of at least 10 will be used at swales and biofiltration basins.</td><td></td><td></td></tr><tr><td>2</td><td>11</td><td>Section 4.3 - 10% AEP Storm Management – Commercial Lots</td><td>Please provide indicative location and sizing of required stormwater management infrastructure within commercial area.</td><td></td><td></td></tr><tr><td>3</td><td>12</td><td>Section 4.5.1 - Narn Drive Services Corridor</td><td>Use of either roadside swales or median swale along Narn Drive should be resolved within this LWMS.</td><td></td><td></td></tr><tr><td>4</td><td>17</td><td>Section 6.4 - Matters to be addressed in Urban Water Management Plan</td><td>Section should include development of groundwater monitoring trigger values and contingency plan for post-development monitoring.</td><td></td><td></td></tr><tr><td>5</td><td>Appendix Landscape Plans</td><td>12: Please provide conceptual Top Water Levels for critical events, conceptual inverts, depth to maximum groundwater levels and use of amended soils within all cross-sections.</td><td></td><td></td><td></td></tr></table></div>						Date received	Comments Sent	Rev 1	4/09/2020	18/09/2020	Rev 2			Rev 3			No.	Page	Section	Rev 1 - DWER Comments	Rev 1 – Author's Actions	Rev 2 - DWER Comments	1	9	Section 4.1.3 - LSP Internal Access Roads and Laneways Management	Section should confirm that amended soil filter media with a Phosphorous Retention Index of at least 10 will be used at swales and biofiltration basins.			2	11	Section 4.3 - 10% AEP Storm Management – Commercial Lots	Please provide indicative location and sizing of required stormwater management infrastructure within commercial area.			3	12	Section 4.5.1 - Narn Drive Services Corridor	Use of either roadside swales or median swale along Narn Drive should be resolved within this LWMS.			4	17	Section 6.4 - Matters to be addressed in Urban Water Management Plan	Section should include development of groundwater monitoring trigger values and contingency plan for post-development monitoring.			5	Appendix Landscape Plans	12: Please provide conceptual Top Water Levels for critical events, conceptual inverts, depth to maximum groundwater levels and use of amended soils within all cross-sections.			
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6. Mr Richard Trinh Department of Fire & Emergency Services	PO Box P1174 PERTH WA 6844	<div>I refer to your email dated 4 September 2020 regarding the submission of a Bushfire Management Plan (BMP) (Version C), prepared by Emerge Associates and dated March 2020, for the above Structure Plan amendment.</div> <div>It should be noted that this advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</div> <div>Assessment</div> <div>1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</div> <div><table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Vegetation Classification</td><td>Plot 12 & 13 The BMP assumes the undeveloped areas within the adjoining lot will be maintained as low threat vegetation as per AS3959. However, no evidence is provided to justify the vegetation exclusion. DFES requests the decision maker give further consideration to the vegetation classification at subsequent planning stage(s) and withhold further development on any lots unable to achieve BAL-29 or lower.</td><td>Modification required at subsequent planning stages.</td></tr><tr><td>BAL Contour Map</td><td>The BAL Contours depicted in Figure 5 of the BMP relating to Plots 6, 8 & 9, south-west of the subject site indicate temporary BAL contours which are reliant upon development outside of the lot boundaries. As the assumptions regarding classification and future exclusion of vegetation cannot be confirmed at this stage, DFES requests the decision maker give further consideration to the 'temporary hazards' at subsequent planning stage(s) and withhold further development on any lots unable to achieve BAL-29 or lower.</td><td>Modification required at subsequent planning stages.</td></tr></table></div>					Issue	Assessment	Action	Vegetation Classification	Plot 12 & 13 The BMP assumes the undeveloped areas within the adjoining lot will be maintained as low threat vegetation as per AS3959. However, no evidence is provided to justify the vegetation exclusion. DFES requests the decision maker give further consideration to the vegetation classification at subsequent planning stage(s) and withhold further development on any lots unable to achieve BAL-29 or lower.	Modification required at subsequent planning stages.	BAL Contour Map	The BAL Contours depicted in Figure 5 of the BMP relating to Plots 6, 8 & 9, south-west of the subject site indicate temporary BAL contours which are reliant upon development outside of the lot boundaries. As the assumptions regarding classification and future exclusion of vegetation cannot be confirmed at this stage, DFES requests the decision maker give further consideration to the 'temporary hazards' at subsequent planning stage(s) and withhold further development on any lots unable to achieve BAL-29 or lower.	Modification required at subsequent planning stages.																																							
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Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS											
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No.6 – cont...		<p>2. Policy Measure 6.3 c) Compliance with the bushfire protection criteria</p> <table border="1"> <thead> <tr> <th>Issue</th><th>Assessment</th><th>Action</th></tr> </thead> <tbody> <tr> <td>Location</td><td>A1.1 & A2.1 – not demonstrated</td><td>Modification required at subsequent planning stages.</td></tr> <tr> <td>Siting and Design</td><td>The BAL ratings cannot be validated, as the modifications required as per the above table.</td><td></td></tr> </tbody> </table> <p>Recommendation – supported subject to modifications At the structure planning stage, consideration should be given to the intensification of land use and how this relates to identified bushfire hazards. DFES is satisfied that the bushfire management plan has adequately identified the bushfire risk and considered how compliance with the bushfire protection criteria can be achieved at subsequent planning stages. Notwithstanding the above, modifications as indicated in the above table(s) to the BMP are required prior to subsequent planning stages to ensure compliance with the bushfire protection criteria. As these modifications are minor in nature and will not affect the Structure Plan, these modifications should be undertaken to support subsequent stages of the planning process (subdivision and development applications). Should you require further information, please contact me on telephone number 9395 9709.</p>	Issue	Assessment	Action	Location	A1.1 & A2.1 – not demonstrated	Modification required at subsequent planning stages.	Siting and Design	The BAL ratings cannot be validated, as the modifications required as per the above table.	
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7. Mr Lucas Hodgson Mainroads Western Australia	PO Box 6202 EAST PERTH WA 6892	<p>In response to your correspondence received on 4 September 2020, Main Roads has no objections subject to the following changes being made to the structure plan document.</p> <ol style="list-style-type: none"> 1. The final paragraph of section 3.4.1 is to be amended to read "The intersection of Nairn Drive and Fifty Road at the northern boundary of the subject site is to be upgraded in the longer term. In the interim, the intersection will be controlled by a stop sign, with Nairn Drive as the priority road. " 2. Paragraph 3 of section 3.4.2 is to be amended to read "A 'main street' with a reserve width of 20 metres (including embayed parking and a median) is proposed between the two commercial cells. This road is proposed to provide a direct connection to Nairn Drive through the neighbourhood centre, with the intersection control to be determined." <p>Advice Notes:</p> <ol style="list-style-type: none"> 1. Further to the above required changes, Main Roads is unable to provide support for intersection controls at this stage, the structure plan must reflect that these outcomes are subject to further review. 2. Any interim design measures, such as Stop Control, shall only be applied where sight distances are limited from the minor road. Sight distance must be assessed to understand if either Stop or Give-way control is needed. 3. The City is advised that local traffic treatments, and intersection controls, will require further approval from Main Roads under the Road Traffic Code 2000. <p>Should the City disagree with or resolve not to include as part of its conditional approval any of the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made. Main Roads requests a copy of the City's final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au quoting the file reference above.</p>									

Schedule of Submissions - Proposed Amendment to Structure Plan –
Lots 1401 and 1402 Fifty Road, Baldivis (LUP-1412-06)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
8. Mr Mark Hingston Department of Water and Environmental Regulation	PO Box 332 MANDURAH WA 6210	 <p>Government of Western Australia Department of Water and Environmental Regulation</p> <p>Technical (Review) Report</p> <p>Advice/Report on the SPP 5.4 Acoustic Assessment Report for the Proposed Development on Lot 311 Fifty Road, Baldivis, prepared for the City of Rockingham</p> <p>Department of Water and Environmental Regulation October 2020</p> <p>Department of Water and Environmental Regulation Prime House, 8 Davidson Terrace Joondalup Western Australia 6027 Telephone +61 8 6364 7000 Facsimile +61 8 6364 7001 www.dwer.wa.gov.au © Government of Western Australia October 2020 This work is copyright. You may download, display, print and reproduce this material in unaltered form only (retaining this notice) for your personal, non-commercial use or use within your organisation. Apart from any use as permitted under the Copyright Act 1968, all other rights are reserved. Requests and inquiries concerning reproduction and rights should be addressed to the Department of Water and Environmental Regulation.</p>

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No.8 – cont...		<p>Disclaimer The information contained in this document is provided by Department of Water and Environmental Regulation in good faith. However, there is no guarantee of the accuracy of the information contained in this document and it is the responsibility of users to make their own enquiries as to its accuracy, currency, relevance and correctness.</p> <p>The State of Western Australia and Department of Water and Environmental Regulation and their servants and agents expressly disclaim liability, in negligence or otherwise, for any act or omission occurring in reliance on the information contained in this document, or for any incident or consequential loss or damage of such act or omission.</p> <p>The State of Western Australian is committed to providing quality information and has made every attempt to ensure the accuracy, currency, reliability and correctness of the information contained in this document. However, changes in circumstances and legislation after the time of publication may impact on the correctness or quality of this information.</p> <p>In addition the accuracy, currency, reliability and correctness of links or references to information sources referred to or provided by third parties is outside the control of State of Western Australia and it is therefore the responsibility of the user to make their own decisions on information found on those external sites. Confirmation of any of the information provided in this document may be sought from the relevant originating bodies or the department providing the information; however, users of this material should verify all relevant representations, statements and information with their own professional advisers.</p> <p>The State of Western Australia and Department of Water and Environmental Regulation reserve the right to amend the content of this document at any time without notice.</p> <p>The information contained in this document is general. It does not constitute, and should be not relied on as, legal advice. The State of Western Australia recommends that users of this information seek advice from a qualified lawyer on the legal issues affecting them before relying on this information or acting on any legal matter.</p> <p>Acknowledgements</p> <p>For more information about this report, contact Environmental Noise, Department of Water and Environmental Regulation.</p> <p>Document control</p> <p>Document version history</p> <table><tr><th>Version</th><th>Date</th><th>Description</th><th>Author</th><th>Reviewer</th></tr><tr><td>0.0</td><td>15/10/2020</td><td>Draft – internal review</td><td>JG</td><td>PPA</td></tr><tr><td>1.0</td><td>16/10/2020</td><td>Final - Issued</td><td>JG</td><td>PPA</td></tr></table> <p>Corporate reference</p> <table><tr><th>File number and/or name</th><th>File owner or custodian</th></tr><tr><td>DWERDT332252</td><td>Environmental Noise</td></tr></table>			Version	Date	Description	Author	Reviewer	0.0	15/10/2020	Draft – internal review	JG	PPA	1.0	16/10/2020	Final - Issued	JG	PPA	File number and/or name	File owner or custodian	DWERDT332252	Environmental Noise
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Name	Address	Comment
No.8 – cont...		<p>3. Advice</p> <p>The proposed development area will abut Fifty Road to the north and Eighty Road to southeast. Both of these two roads are local roads and the traffic noise impact from them on the proposed development area is not considered significant. However, there is a planned future road running across the development area – Nairn Road. It is predicted that the future Nairn Road will be a major road, with the daily traffic flows around 20,400vpd. Hence the developer, in accordance with the <i>State Planning Policy 5.4 Road and Rail Noise</i> (SPP5.4), needs to ensure the traffic noise impact from the future Nairn Road will meet the SPP5.4 requirements on the proposed development area. HSA's SPP5.4 Acoustic Assessment Report was prepared for this purpose.</p> <p>Environmental Noise Branch's (ENB's) review of HSA's report indicates that the methodology of the noise modelling, including the selected input data and the SoundPlan based computer program, seems correct. HSA modelled the traffic noise levels for three scenarios: without any noise amelioration; with a 2.2 m high barrier at boundary with the Nairn Road reserve where residence back on to Nairn Road, when there are no residential buildings; and with a 2.2 m high barrier at the boundary with the Nairn Road reserve where residence back on to Nairn Road, when the residential buildings are in place. Based on the noise modelling, traffic noise levels will still exceed the outdoor 'Noise Target' criteria specified in SPP5.4 at all proposed residential lots abutting Nairn Road. Consequently, HSA proposed Notifications on Titles and 'Quiet House' Design Packages ranging from A to C for these residential lots to meet the acceptable indoor levels recommended by SPP5.4.</p> <p>While the modelled noise contours for each of the modelling scenarios seem reliable, ENB would question the limited inclusion of the 2.2 m high noise barriers at the boundary of Nairn Road reserve, as it was only proposed for three short sections where the residence back onto Nairn Road, instead of the whole section of the boundary of the Nairn Road reserve along which the residential development is planned. ENB's assessment indicates that a full scale noise barrier will remove a number of residential lots from the requirements of Notifications on Titles and 'Quiet House' Design Packages, or at least reduce the level of 'Quiet House' Design Package needed at these residential lots.</p> <p>In accordance with SPP5.4, <i>outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so</i>. ENB would consider that such a full scale noise barrier for all the residential lots abutting Nairn Road is reasonable and practical, as it seems to have already been implemented in the residential development along the existing Nairn Road section north of Fifty Road.</p> <p>4. Limitations</p> <p>Technical expert advice in any field is subject to various limitations. Important limitations to the advice include:</p> <ol style="list-style-type: none"> 1. No computer modelling was undertaken to verify HSA's predicted results.
9. Mr Matthew Cosson Department of Education	151 Royal Road EAST PERTH WA 6004	<p>Thank you for your letter dated 4 September 2020 providing the Department of Education (Department) with the opportunity to comment on the proposed amendment to the Local Structure Plan that affects Lots 1401 and 1402 Fifty Road, Baldivis.</p> <p>The Department has reviewed the information submitted in support of the application and is satisfied that the existing public primary and secondary schools can suitably accommodate for the revised projected lot yield.</p> <p>Notwithstanding this, the Department will be required to carefully monitor any future land uses within the identified commercial zone and the impacts they may have on the nearby Baldivis Primary School site. Development applications should have due consideration to the provisions of the Western Australian Planning Commission's Development Control Policy 2.4 – School Sites and draft Operational Policy 2.4- Planning for School Sites. Incompatible land uses such as service stations, restricted premises, taverns, small bars and liquor stores, consulting rooms and industrial uses within close proximity of the school site are not considered acceptable within close proximity of school sites.</p>

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Name	Address	Comment
No.9 – cont...		The Department therefore has no in principle objections to the amendment, subject to the City of Rockingham giving the Department the opportunity to provide comment on any future development applications within the commercial zone.
10. Mr Yohan Nugrah Department of Transport		<p>Thank you for your correspondence received on 4 September 2020 inviting the Department of Transport to provide comments for the proposed Structure Plan Amendment.</p> <p>The Department has reviewed the submitted documents and generally supports the proposal subject to the following comments and recommendations being addressed:</p> <ul style="list-style-type: none"> • Nairn Drive is reserved as an Other Regional Road (OOR) in the Metropolitan Region Scheme (MRS). It is therefore recommended that this structure plan is also referred to the Department of Planning, Lands and Heritage for comment regarding the form, function and access to, from and across Nairn Road. • Recently, the City of Rockingham Council endorsed the Long-Term Cycling Network (LTCN). It is recommended that the submitted documents are updated to take into consideration the endorsed LTCN. <ul style="list-style-type: none"> - The LTCN identifies Fifty Road and Eighty Road as Secondary Routes. - Nairn Drive is identified as a Local Route. Although Nairn Road is currently only identified as a Local Route within the LTCN's functional hierarchy, given that Nairn Road is reserved as an OOR, the future development of Nairn Road must accommodate bicycle infrastructure that appropriately responds to the road environment and provides a safe environment for all road users. • The Transport Impact Assessment notes that traffic volumes along the Main Street require on-street cycle lanes between Nairn Drive and the internal north-south road. Unprotected (painted) bike lanes are not supported by the Department of Transport and should be physically protected or separated from vehicular traffic. • The structure plan references Shared Use Paths, Local Footpaths and Pedestrian Paths. Whilst it is acknowledged bicycles are permitted to ride on all paths (effectively meaning they are all 'shared' in some capacity), the difference between, and dimensions of, these paths should be detailed in the Structure Plan Part 1 document. Shared paths identified within the LTCN should be provided for in accordance with DoT's Shared Path Guidelines. • To promote a balanced transport outcome, it is important to provide and maintain good connectivity between the future local public transport, path network and cycling facilities. DoT recommends safe, legible and accessible paths and crossing facilities are provided for the structure plan area to provide connectivity between the residential land, commercial land and the adjacent primary school immediately north of the subject structure plan area. • Safe and direct crossing opportunities to encourage active transport across and along Nairn Drive as well as between the subject structure plan and the Primary School north of Fifty Road should also be demonstrated.

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Name	Address	Comment
No.10 – cont..		<ul style="list-style-type: none"> • Infrastructure provision and connectivity to the nearby school is important to encourage an alternative mode of transport to the school. • Paths should also be available on both sides of the road abutting the commercial zoned land. • A path should also be provided on at least one side of the north-south 14.2m road directly abutting the Pedestrian Access Way (PAW) to offer connectivity.

LOT 263 (15) AUREA BOULEVARD, GOLDEN BAY – PROPOSED CHILD CARE PREMISES

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Rockingham	
Applicant:	Planning Solutions	
Owner:	Peet Golden Bay and the Housing Authority	
Value of Development:	\$2.2 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Bob Jeans, Director Planning & Development Services	
LG Reference:	20.2020.291.1	
DAP File No:	20/01873	
Application Received Date:	12/10/20	
Report Due Date:	28/1/20	
Application Statutory Process Timeframe:	90 Days (with an additional 30 agreed)	
Attachment(s):	1. Revised Development Plans 2. DA Report (Original Development Plans and Traffic Report Removed) 3. Applicant Response to Request for Further Information (Including revised Traffic Report and Applicant Response to Submissions) 4. Reverberate Acoustic Report Peer Review 5. Schedule of Submissions	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input checked="" type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:

Approve DAP Application reference DA/20/01873 and accompanying plans:

- Survey Plan, Drawing No. 3354 02, Rev C, dated 3 December 2020;
- Site Plan, Drawing No. 3354 03, Rev E, dated 3 December 2020;
- Floor Plan, Drawing No. 3354 04, Rev F, dated 3 December 2020;
- Roof Plan, Drawing No. 3354 05, Rev D, dated 3 December 2020;
- Elevation Plan, Drawing No. 3354 06, Rev E, dated 3 December 2020;

- Sections Plan, Drawing No. 3354 07, Rev C, dated 3 December 2020;
- 3D Views, Drawing No. 3354 08, Rev D, dated 3 December 2020;
- Reference Plan, Drawing No. 3354 09, Rev D, dated 3 December 2020;

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 68(2)(b) of the City of Rockingham Town Planning Scheme No. 2, subject to the following conditions:

Conditions

1. 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.
2. This decision constitutes development approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to the commencement of site works, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development.

In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all works have been carried out in accordance with the pre-works geotechnical report.

4. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures shall be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.
5. Prior to commencement of development, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for its approval.

All stormwater generated by the development must be managed in accordance with Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

6. Prior to applying for a Building Permit, a Landscaping Plan to the satisfaction of the City of Rockingham must be prepared and must include the following:
 - (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - (ii) any lawns to be established and areas to be mulched;

- (iii) any natural landscape areas to be retained, including retention of all existing street trees adjoining the site;
- (iv) those areas to be reticulated or irrigated;
- (v) proposed upgrading to landscaping, paving and reticulation of all verge areas;
- (vi) all existing street trees to be retained unless otherwise required to allow for vehicle access;
- (vii) three (3) additional street trees, with a 100 litre pot size, in the verge along Kalli Street; and
- (viii) 100 litre pot sizes for trees proposed to be located within the carpark.

The landscaping, paving and reticulation must be completed prior to the occupation of the development, and the approved Landscaping Plan must be maintained at all times to the satisfaction of the City of Rockingham for the duration of the development.

7. Existing street trees adjacent to the development site must be protected throughout construction in accordance with *Australian Standard AS 4970-2009 Protection of Trees on Development Sites*.
8. The applicant/landowner is responsible for protecting any existing City of Rockingham streetscape assets along Aurea Boulevard, Thundelarra Drive and Kalli Street during construction. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, grated gully pits, side entry pits, trees, turf etc. Any damage caused to the existing assets (identified to be retained), must be rectified to the satisfaction of the City of Rockingham.
9. All works must be carried out in accordance with the "Accord Property Golden Bay Child Care Centre Waste Management Plan", prepared by rawtec dated 9 October 2020, for the duration of development and maintained at all times.
10. A bin storage area must be designed with a size suitable to service the development and be screened from view of the street to the satisfaction of the City of Rockingham.

The bin storage area must be constructed prior to the occupation of the development and must be retained and maintained in good condition for the duration of the Development.

11. Waste collection must only take place between the hours of 10.00am and 2.00pm Monday to Friday.
12. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to the City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

The Final Acoustic Assessment must include the following information:

- (i) noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest "noise sensitive premises" and surrounding residential area;

- (ii) tonality, modulation and impulsiveness of noise sources; and
- (iii) confirmation of the implementation of noise attenuation measures.

Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.

13. Prior to occupation of the development, the applicant/landowner shall implement the recommendations detailed in the acoustic reports prepared by Lloyd George Acoustics, dated 25 September 2020 and Reverberate dated 4 December 2020.

The recommendations of the reports must be implemented for the duration of the development.

14. No more than 100 children are to be accommodated by the Child Care Premises at any time, for the duration of the development.
15. No more than 18 staff are permitted at the Child Care Premises, at any time, for the duration of the development.
16. The Child Care Premises must only operate between the hours of 7:00am to 6:30pm, Monday to Friday.
17. The on-site car park area shall:

- (i) be provided with a minimum of 27 parking spaces;
- (ii) be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* unless otherwise specified by this approval, prior to applying for a Building Permit;
- (iii) include one car parking space dedicated to people with disability designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Off-street parking for people with disabilities*, linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*;
- (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and
- (v) have lighting installed, prior to the occupation of the development, with all illumination confined to the land in accordance with the requirements of *Australian Standard AS 4282—1997 - Control of the obtrusive effects of outdoor lighting*, at all times, for the duration of the development.

The car parking area must comply with the above requirements for the duration of the development.

18. Eighteen staff parking bays and nine visitor car parking bays shall be provided and must be clearly marked on-site for the duration of the development. The tandem car parking bays must not form part of the visitor parking allocation.
19. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities, two short-term bicycle parking spaces and two long-term bicycle parking spaces must be provided for the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, *Parking*

facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development.

The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

20. Prior to applying for a Building Permit, a Sign Strategy must be prepared (which must include the information required by *Planning Policy 3.3.1, Control of Advertisements*) to the satisfaction of the City of Rockingham and it must thereafter be implemented for the duration of the development.
21. In accordance with the requirements of the Golden Bay Neighbourhood Centre Detailed Area Plan, the building must be designed with a minimum floor-to-ceiling height of 3.2m prior to applying for a Building Permit.
22. In accordance with the requirements of the Golden Bay Neighbourhood Centre Detailed Area Plan, street awnings must be provided to Thundelarra Drive across the full width of the proposed building at a minimum width of 2.5m, with lighting being provided under the street awnings.
23. Public or customer access must be from Thundelarra Drive, for the duration of the development.
24. Prior to applying for a Building Permit, the applicant must demonstrate to the satisfaction of the City of Rockingham that ground floor glazing fronting Thundelarra Drive has a minimum visible light transmission rate of at least 79% and a maximum visible reflectivity rate of 9% in order ensure that a commercial, interactive frontage is available to the development from Thundelarra Drive. The glazing must be thereafter be installed and maintained to the satisfaction of the City of Rockingham for the duration of the development.
25. In accordance with the requirements of the Golden Bay Neighbourhood Centre Detailed Area Plan entries and window frontages facing the street of ground floor tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Thundelarra Drive, for the duration of the development
26. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by, the City of Rockingham.
27. Materials, sea containers, goods or bins must not be stored within the carpark at any time.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application, a new application for Development Approval must be submitted to the City of Rockingham.
2. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.
3. The development must comply with the *Environmental Protection (Noise) Regulations 1997*; contact the City's Health Services for information on confirming requirements.
4. The development must comply with the *Food Act 2008*, the *Food Safety Standards* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only)*; the applicant and owner should liaise with the City's Health Services in this regard.
5. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant should liaise with the City's Building Services in this regard.
6. With respect to the landscaping plan, the applicant and owner should liaise with the City of Rockingham's Land Development and Infrastructure Services to confirm requirements for the landscaping plan, including the requirements for developing and maintaining of the street verges abutting the development site.

It is advised that although there is existing City operated irrigation located within the verge areas of Kalli Street, Thundelarra Drive and Aurea Boulevard, the verge area is to be disconnected from the City's system and irrigated and maintained by the proposed development. The applicant/landowner is advised to contact the City's Irrigation Supervisor prior to undertaking any works within these verge areas.
7. It is advised that the species *Casuarina obesa*, which has been proposed within the car parking area, is not considered to be appropriate due to their size, and tendency to drop nuts and leaf litter onto cars. It is recommended that an alternative specie is considered. Possible recommendations include: *Corymbia citriodora* 'Scentuous' or *Eucalyptus victrix*.
8. All works in the road reserve, including construction of a crossover or footpath and any works to the road carriageway must be to the specifications of the City of Rockingham. The applicant should liaise with the City of Rockingham's Engineering Services in this regard.
9. The applicant is to seek approval for a Form 2 - Maximum Accommodation Certificate from the City in addition to the Development Approval.
10. Proposed playground installations are to be installed and maintained in accordance with all relevant Australian Standards AS 4685:2014 1-6, 11 and all relevant amendments.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Commercial
Structure Plan/Precinct Plan	Golden Bay Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Commercial
Use Class and permissibility:	Child Care Premises / "D" - Discretionary
Lot Size:	2,251m ²
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes the development of a Child Care Premises (CCP) on the subject land. Details of the proposal are as follows:

- A single storey building (780m²) is proposed on the eastern portion of the site, designed to address Thundelarra Drive.
- An outdoor play area for children (717m²) and 27 on-site car parking bays are proposed on the western portion of the site, accessed from Nallan Lane;
- 18 staff and 100 children are proposed between the following age groups:
 - 0-2 years (20 places);
 - 2-3 years (30 places);
 - 3-5 years (50 places);
- Operating hours are proposed from 6:30am to 6:30pm Mondays to Fridays. No outdoor activities are proposed between 6:30am and 7:00am.
- A variable height parapet wall is proposed (up to 7m high) to provide the building with a two storey appearance when viewed from Thundelarra Drive.
- The building elevation to Thundelarra Drive includes a series of large clear glazed windows which are intended to activate the street frontage.
- To mitigate noise from the outdoor play area, the following fencing is proposed:
 - along the western perimeter of the outdoor play area, a 1.8m high Colorbond fence with 600mm transparent acrylic above (2.4m high in total); and
 - along the southern perimeter of the outdoor play area, a 2.572m high masonry wall with acrylic sheet openings.

Background:

Located within the Golden Bay neighbourhood activity centre, the subject site comprises of flat vacant land adjoining the "main street" of Thundelarra Drive to the east; Aurea Boulevard to the north, Nallan Lane to the west, and Kalli Street to the south.

The surrounding land to the north-west through to east is zoned Commercial and comprises of generally vacant land with the exception of Lot 622 Thundelarra Drive, which is the site of a future supermarket based "main street" shopping centre. Construction of the shopping centre has stopped following the erection of some structural steelwork on the land due to the anchor tenant withdrawing from the project.

The surrounding land generally west, through to south and south-east of the site is zoned for medium density (R40) residential development, and predominantly comprises of single storey dwellings on those lots which have been developed.

East of the site across Thundelarra Drive is Lot 625 Warnbro Sound Avenue, which has a split zoning of Commercial/Residential R60.

The Golden Bay Primary School is situated 100m to the south.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme (MRS)
- Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).
- City of Rockingham Town Planning Scheme No. 2 (TPS2).

State Government Policies

- State Planning Policy 7.0 - Design of the Built Environment (SPP7.0)
- Planning Bulletin No.72 – Child Care Premises (PPB72)

Structure Plans/Activity Centre Plans

- Golden Bay Local Structure Plan (LSP)
- Golden Bay Neighbourhood Centre Detailed Area Plan (DAP)

Local Policies

- Planning Policy 3.3.5 -Child Care Premises Local Planning Policy (PP3.3.5)
- Planning Policy 3.3.1 Control of Advertisements (PP3.3.1)
- Planning Policy 3.3.14 Bicycle Parking and End of Trips Facilities (PP3.3.14)

Consultation:

Public Consultation

The application was advertised for public comment over a period of 14 days, commencing on 26 October 2020 and concluding on 9 November 2020.

Advertising was carried out in the following manner:

- The landowners and occupiers identified on the Consultation Map in Figure 1 were notified in writing of the proposed development;

- The application documents and plans of the proposal were made available for public inspection at the City's Administration Offices and placed on the City's website; and
- A sign was erected on the subject land outlining the proposal.



1. Consultation Plan

At the close of the submission period, a total of 13 submissions were received, comprised of:

- 11 submissions objecting the proposal; and
- Two (2) submissions in support.

The locations from where the submissions originated are shown on the Consultation Map above. The locations of the two supporting submissions are not shown as they were received from locations beyond the frame. One submission objecting did not include an address and as such, is not indicated on the map. The submissions in objection are summarised as follows:

Issue Raised	Officer comments
<p><u>Noise</u></p> <p>Concern that noise from the proposed CCP (i.e. noise from children playing, vehicle noise and mechanical plant noise) will adversely impact on surrounding residential amenity</p>	<p>The applicant submitted an initial acoustic report that purported compliance with the Environmental Protection (Noise) Regulations 1997 (Noise Regs) subject to recommended measures. The City, however, identified issues with this report. Consequently, the applicant commissioned a peer review of this report prepared by a separate consultant.</p> <p>The City has assessed both acoustic reports and considers that operations should not occur prior to 7am. This, along with the acoustic treatments proposed for the outdoor play area will ensure that the</p>

	development complies with the Noise Regs and that the residential amenity of the location is maintained. Noise is discussed in detail in the planning assessment below.
<u>Traffic</u> Traffic generated by the CCP causing congestion and traffic safety issues in Nallan Lane	The applicant has submitted a revised traffic report that demonstrates that the proposed development will not have an undue impact on the local road network. The City has assessed this report and is satisfied.
Insufficient on-site parking	The City has assessed the parking demand analysis submitted by the applicant and considers that, notwithstanding the technical four bay shortfall, there is sufficient parking on site to meet the demand generated by a development of this scale. Parking is discussed further in the planning assessment below.
<u>Level of Service – Community Benefit</u> Approval of this application will result in an over-supply of this service in the vicinity of Golden Bay	It has been demonstrated that there is enough demand in the local area for this CCP without impacting the viability of existing or approved CCPs. This is discussed further in the planning assessment below.
<u>Non-Compliance with the DAP</u> The development does not comply with the landuse, access and parking arrangements and active frontage requirements of the DAP.	The development is largely consistent with the requirements of the DAP. Those areas where discretion is sought have been discussed in the planning assessment below.
Property Values	This is not a relevant planning consideration.

The applicant's response to the summary of the submissions is contained within appendix 3.

Referrals/consultation with Government/Service Agencies

Department of Education
<p>The Department has no Objection to the proposal subject to the following conditions being imposed:</p> <ul style="list-style-type: none"> • A Car Parking and Access Management Plan (CPAMP) to be submitted to and approved in writing by the City of Rockingham, in consultation with the Department. The CPAMP shall demonstrate that all drop-offs and pick-ups associated with the proposal does not impinge upon the availability of on-street parking bays, which are directly adjacent to the Primary School, during the school's peak operating times. In addition, the CPAMP shall encourage

<p>the use of alternative transportation measures to staff and users Of the proposed facility; and</p> <ul style="list-style-type: none"> • Service delivery and waste collection the CCP operation arranged at hours that do not conflict with peak school drop off/ pick up times.
<p><u>Comment</u></p> <p>The planning assessment below demonstrates that there are sufficient car bays on-site to deal with the parking demand generated by the development. In the applicant's revised statement it has been clarified that waste collection will take place off-peak hours of the CCP (i.e. between 10am and 2pm). A condition has been recommended to this effect.</p>

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies, the LSP and the DAP outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Land use;
- Noise;
- Car Parking / Bicycle Parking;
- Level of Service Community Benefit;
- Design; and
- Landscaping.

These matters are outlined and discussed below.

Land Use

Provision	Requirement	Proposal	Assessment
Land Use DAP – Plan	Residential	Commercial	Although the DAP identifies the subject lot for residential development, it is zoned as Commercial under TPS2. Under TPS2, a CCP is a discretionary land use that can be approved within either the Commercial or the Residential zone. Therefore, this departure from the DAP is considered to be acceptable, as the development responds to the commercial zoning of the site whilst

			respecting the residential amenity of the surrounding area.
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Noise

The initial acoustic assessment submitted in support of the application flagged some concerns with the City and the submissioners. Consequently, the applicant engaged a separate consultant to undertake a peer review of the initial assessment.

The main area of concern is related to the noise generated by traffic arriving at the development before 7am and the impact that this may have on existing and proposed residential development in the vicinity. The main receiver at risk is No. 17 Aurea Boulevard, which is currently vacant. Post 7am, all car parking bays are compliant with the assigned levels.



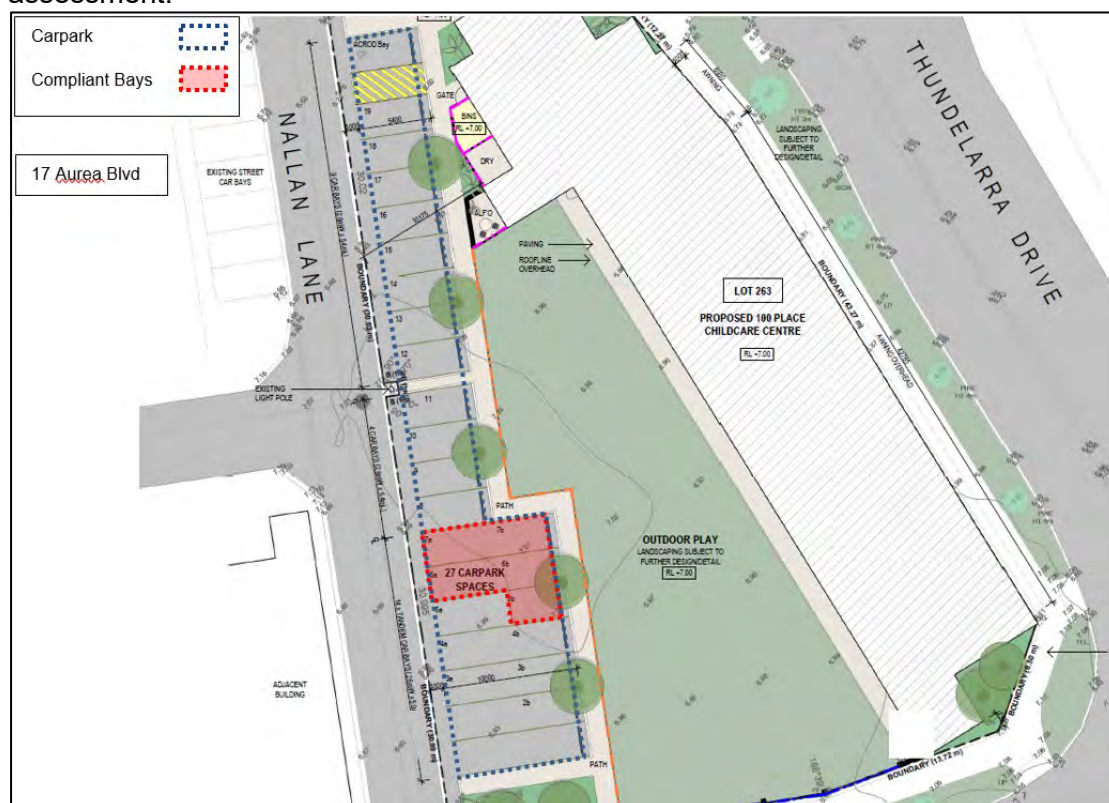
Proximity of the site to 17 Aurea Blvd

The revised acoustic assessment modelled three scenarios:

Scenario	No. of compliant bays
1. No dwelling or noise barrier at 17 Aurea Boulevard	All bays compliant
2. Dwelling and no noise barrier around 17 Aurea Boulevard	Five car bays available which comply with the Assigned Levels prior to 7am
3. Dwelling and noise barrier around 17 Aurea Boulevard	Nineteen bays available which comply with the Assigned Levels prior to 7am

Note: In scenario 2 above the applicant's assessment determined that there was seven bays available. The City's assessment, however, determined an error in the modelling. This reduced the available car parking bays by two.

Given that it is outside the purview of this application to impose any mitigation measures upon a future dwelling at 17 Aurea Boulevard, it is considered that scenario 2, being the worst case scenario, must be contemplated for the purpose of the assessment.



Scenario 2 - Compliant Bays prior to 7am

The applicant has advised that two or three car bays will be required for staff prior to 6.30am, leaving two or three bays for parent drop off. There has been no information provided on how many children are likely to use the facility prior to 7am. The supporting traffic report assumes that an average length of stay for a parent dropping off a child/children is 10 minutes. Using this logic, it is anticipated that nine drop offs could occur prior between 6.30am and 7am. This, however, assumes that vehicles will arrive and depart at regular intervals. In all practicality, this is not considered to be likely. Given the limited number of compliant bays available for drop off and the unknown number of children likely to utilise the CCP in the early morning, it is recommended that operation of the CPP be prohibited before 7am. Potential noise impacts are a key concern for the community, it is therefore considered prudent to safeguard the residential amenity of the area by limiting the opportunity for breaches of the Nosie Regs, especially when there is little information available as to the patronage of the facility prior to 7am.

A CPAMP could be requested as a condition of approval, identifying car bays not to be used prior to 7am and providing measures to implement this. It is, however, difficult to see how this scenario can be managed in a logical, practical manner. Should the compliant bays be occupied, it is likely that cars will park in the available non-compliant bays.

In the future, should a dwelling with a noise barrier be constructed on 17 Aurea Boulevard, the CCP operator could apply to amend its development approval to allow

for parking and access prior to 7am, provided that compliance with the Noise Regs is demonstrated.

Car Parking / Bicycle Parking

Provision	Requirement	Proposal	Assessment
Carparking TPS2 – 4.15	The parking requirements for a CCP include one (1) parking bay per employee and one (1) parking bay per eight children. Based on this rate, the proposed development requires 31 parking bays.	27 bays are provided.	A technical shortfall of four bays. See comments below.
Bicycle Parking PP3.3.14 – Table 1	Short-Term Parking 0.05 spaces per visitor = Two (2) Long-Term Parking 0.1 spaces per staff = Two (2)	Nil	A condition is recommended that two short term and two long term bicycle parking bays are provided.

Although there is a technical shortfall of four car parking bays, the supporting traffic report has provided a parking analysis that considers the anticipated peak hour traffic generation of the proposed CCP. Based upon the RTA NSW “Guide to Traffic Generating Developments”, it is established that during peak hour periods there is an actual parking demand of 25 bays (7 bays for drop off/pick up + 18 bays for staff). Consequently, the technical shortfall is supported.

Level of Service - Community Benefit

Provision	Requirement	Proposal	Assessment
Location PP3.3.5 - 4(i)	CCPs generally would not be suitable where the service provided by the Centre will have a demonstrable adverse impact on the existing or planned level of CCPs enjoyed by	The demographic analysis provided by the applicant indicates that, inclusive of the proposed development, existing and approved CCPs, there is a ratio of	The applicant's demand analysis is noted. It is also accepted that due diligence, with regard to the commercial viability of a CCP, would have been undertaken, in the knowledge of existing

	the local community.	3.58 0-4 year olds per licensed place within the Secret Harbour, Golden Bay and Singleton catchment. The applicant indicates that the average demand ratio typically sits in the 3-4 range.	and approved CCPs in the vicinity. It is noted that there are limited areas to locate CCPs in Golden Bay. For a CCP to be located within a residential area, PP3.3.5 requires a minimum lot area of 1,000m ² . Given the lot typology in the suburb, lots of this size are limited to the commercial centre. It is therefore accepted that the proposed development is unlikely to have an undue impact on the level of service to the community by similar existing or approved facilities.
Need for CCP PP3.3.5 – 4.9	The applicant is required to demonstrate that the CCP will not have an adverse impact on the level of service to the community by similar existing or approved facilities.		

Design

Provision	Requirement	Proposal	Assessment
Habitable Frontage DAP – Plan	<p>Habitable frontage to Kalli Street.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <i>Habitable frontage: at least one major opening to habitable rooms to the adjacent public domain that allowing passive surveillance</i> </div>	No habitable frontage provide to Kalli Street	<p>In terms of priorities for delivering active or habitable frontage, Kalli Street is considered to be lesser than Thundelarra Drive, which serves as the 'main street', and Aurea Boulevard, which is the gateway to the suburb.</p> <p>It is noted that the Kalli Street elevation has been designed to create visual interest through the inclusion of transparent elements that reflect the fenestration along the Thundelarra Drive elevation. It also</p>

			<p>incorporates elements of the vertical colour patterns.</p> <p>As such, this is considered to be an acceptable streetscape outcome.</p>
Street Interface DAP – (b) ii	A canopy with continuous coverage to a minimum depth of 2.5m or to within 600mm of the back of the adjacent kerb to be provided	A 1m deep canopy is proposed	<p>It is considered that a 1m deep awning will not provide sufficient or practical weather protection to pedestrians using the Thunderlara Drive 'main street' environment. Awnings of sufficient depth enhance the public domain, by providing an environment that encourages pedestrian movement in all weather conditions. Therefore a standard 2.5m awning depth is required in all commercial centres throughout the City. Consequently, it is recommended that a condition be applied, requiring a minimum awning depth of 2.5m as per the requirements of the DAP.</p>
Robustness DAP – (d) i	The ground floor of all buildings in the Commercial area must be designed with a minimum floor-to-floor height of 3.2m to enable commercial uses	A ceiling height of 2.7m is proposed for the development	A 2.7m ceiling height is reflective of a residential development. Given the location of this site, within a commercial centre, it is important to integrate the ability for the building to transition to other commercial uses over time. As indicated in

			<p>SPP7.0: “<i>Good design provides flexible and adaptable spaces to maximise their utilisation and accommodate appropriate future requirements without the need for major modifications.</i>” It is therefore recommended that a condition be applied, requiring a minimum ceiling height of 3.2m as per the requirements of the DAP.</p>
<p>Fencing DAP – (e) i & ii</p>	<p>Fencing to the primary or secondary street(s) frontage must be restricted to residential uses only.</p>	<p>Fencing proposed to Kalli Street</p>	<p>It is noted that the fencing fronting Kalli Street has been designed to carry the built form around the corner from Thunderlarra Drive. It is designed to create visual interest through the inclusion of transparent elements that reflect the fenestration along the Thundelarra Drive elevation. It also incorporates elements of the vertical colour patterns.</p> <p>As such, this integrated form of fencing is considered to be an acceptable streetscape outcome. It is, however, recommended that some street trees be planted within the Kalli Street verge, this will further enhance this elevation.</p>

	Street frontage fencing must be no more than 1.8m high and must be at least 50% visually permeable from 0.9m above the ground with solid portions of fencing consisting of masonry construction.	<u>Southern edge of outdoor play:</u> A 2.572m high masonry wall with acrylic sheet openings for the portion of the outdoor play area fronting Kalli Street.	As discussed in the previous comment, the fencing along Kalli Street is considered to be acceptable.
		<u>Western edge of outdoor play:</u> A 2.4m high fence consisting of a 1.8m high Colorbond fence (double thickness) with 0.6m of acrylic sheeting above.	The fencing fronting Nallan Lane is well set back from the street to provide for car parking. It has also been softened with the inclusion of tree wells. It is therefore not considered to be street front fencing and is considered to be an acceptable outcome.

Landscaping

Provision	Requirement	Proposal	Assessment
Landscaping TPS2 – 4.6.5	Any development within the Commercial Zone is required to provide a minimum of ten percent (10%) of the total site area as landscaping. Where this is not practicable, the Council may consider an equivalent contribution towards streetscape works in the public streets adjoining the property.	The development provides approximately 125m ² (5.5%) of landscaping.	It is noted that the existing verge vegetation is of a poor quality. As the minimum 10% has not been provided on site it is recommended that the applicant/owner landscape and maintain the adjoining verge. This is recommended to be captured in a landscape plans that incorporates these verge areas.

Conclusion:

The development provides a built form and a land use that are appropriate for its location within an approved neighbourhood centre. Given that noise was a key concern highlighted by the submissioners, however, it is considered appropriate to safeguard the residential amenity of the locality, by restricting the hours of operation to 7am in the morning.

The development is consistent with the planning framework and, subject to compliance with the conditions proposed, it is considered to be an appropriate fit for the site. It is therefore recommended for approval.

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	ISSUED FOR DA	08/10/20
B	ISSUED FOR DA AMENDMENT	03/12/20
C	CARBAYS CLARIFIED	07/12/20



GOLDEN BAY CHILDCARE CENTRE

ACCORD PROPERTY

LOT 263 AUREA BOULEVARD, GOLDEN BAY
Issued for Development Approval Amendment
07 December 2020

02	SURVEY	C
03	SITE PLAN	E
04	FLOOR PLAN	F
05	ROOF PLAN	D
06	ELEVATIONS	E
07	SECTIONS	C
08	3D VIEWS	D
09	REFERENCE	D

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ACCORD PROPERTY

GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY

COVER SHEET

Scale	As indicated	
Drawn	DF	Checked MJ
Date	07/12/20	
Job No.	2020052	
Dwg No.	3354 01	Rev: C A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CLIENT, PLANNER FOR INFO	01/10/20
C	ISSUED FOR DA AMENDMENT	03/12/20

SERVICE LEGEND			
DRAINAGE			
COMBO PIT			
GRATE			
SIDE ENTRY PIT			
STORM WATER MANHOLE			
ELECTRICITY			
CABLE MANHOLE			
CABLE PIT / BOX			
CABLE DOME			
CONSUMER POLE			
LIGHT POLE			
POWER POLE			
STAY POLE			
STAY WIRE ANCHOR			
O/H POWER LINE			
GAS			
GAS MANHOLE			
GAS MARKER			
GAS METER			
GAS VALVE			
SEWERAGE			
SEWER MANHOLE			
PROPERTY CONNECTION			
SEWER LINE			
TELECOMMUNICATION			
TEL / COMMS MANHOLE			
TEL / COMMS MARKER			
TEL / COMMS PIT			
WATER			
FLUSH POINT			
HYDRANT			
STOP VALVE			
TAP			
WATER MARKER			
WATER METER			
WATER LINE			
SURVEY			
DATUM			
PEG FOUND			
OTHER			
AWNING / EAVES			
ROOF RIDGE			
FLOOR RL			
WINDOW / DOOR			
BANK - BOTTOM			
BANK - TOP			
SERVICE RECORD			
STATUS			
SERVICE	LOCATED	AVAILABLE	NO SERVICE
WATER			
SEWERAGE			
GAS			
TEL / COMM			
POWER			
O/H			
SERVICES MARKED CONFIRM REQUIRE BUILDER / CLIENT TO CONFIRM POSITION AND / OR AVAILABILITY ON SITE			
SURVEY PROVIDED BY LAND SURVEYS			



SURVEY

1 : 200

SURVEY DRAWING PROVIDED BY LAND SURVEYS

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GOLDEN BAY

SURVEY

Scale As indicated
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Date 03/12/20
Job No. 2020052

Dwg No. **3354 02** Rev. **C** A1 SHEET

DA ISSUE

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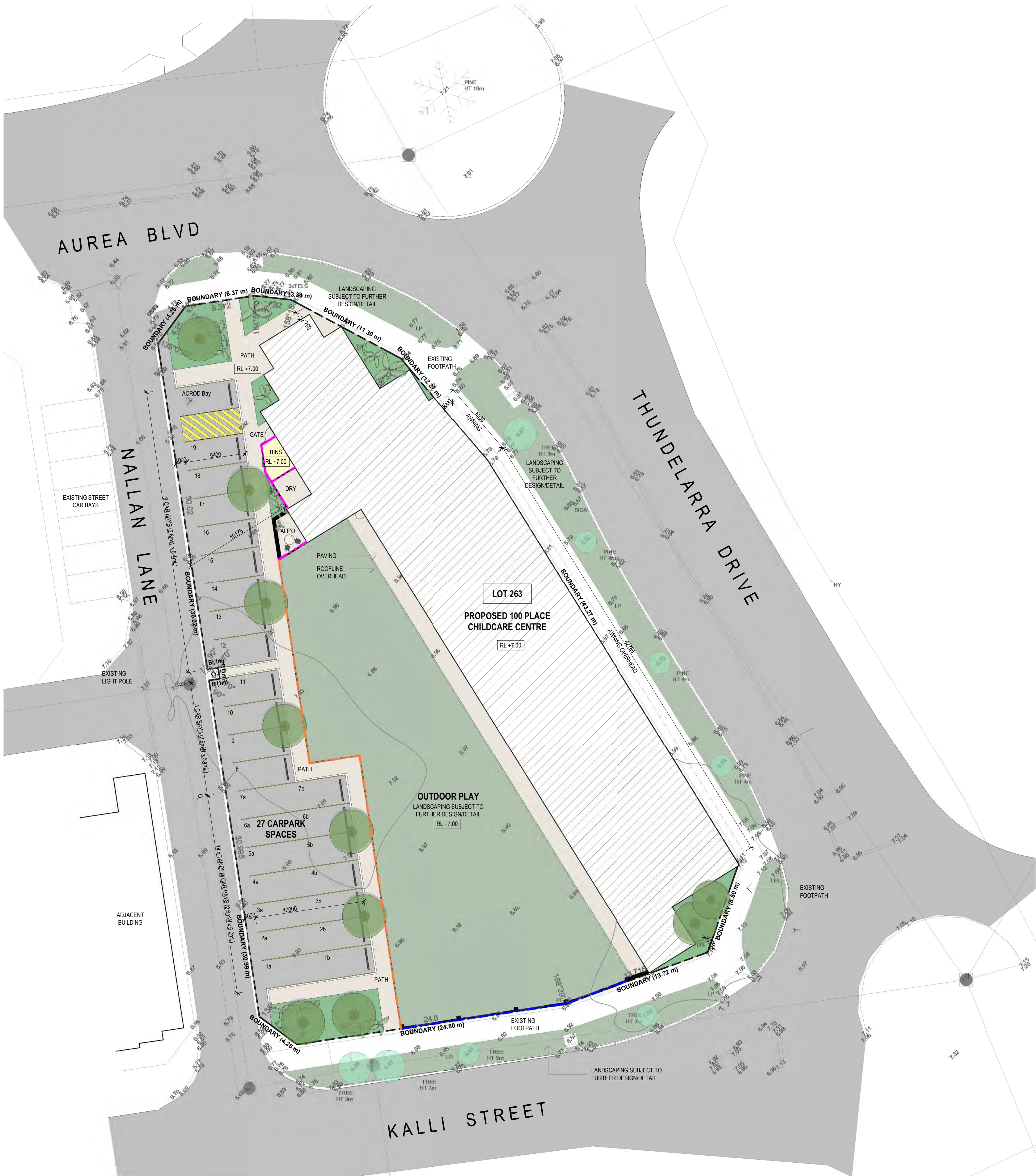
Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CONSULTANT ISSUE FOR INFO	07/10/20
C	ISSUED FOR DA	08/10/20
D	ISSUED FOR DA AMENDMENT	03/12/20
E	CARBAYS CLARIFIED	07/12/20

LEGEND

- OVERALL SITE BOUNDARY
- EXISTING REDUCED LEVEL
- PROPOSED REDUCED LEVEL SHOWN INDICATIVE
- EXISTING TREES TO REMAIN
- PROPOSED TREE
TYPE: CASUARINA OBESA SWAMP SHEOAK / TO MATCH STREET TREES IN AREA
- 2572mm HIGH MASONRY WALL WITH ACRYLIC SHEET OPENINGS
- 2400mm HIGH FENCE, x2 LAYERS OF COLORBOND UP TO 1800mm HIGH AND ACRYLIC ABOVE (600mm HIGH).
- 2100mm HIGH COLORBOND FENCE.

SUMMARY

SITE AREA:	2251m ²
BUILDING AREA:	780m ²
NUMBER OF PLACES:	100
OUTDOOR PLAY AREA:	REQUIRED: 700m ² PROVIDED: 721m ²
CAR BAYS:	REGULAR BAYS 26 DISABLED BAY 1 TOTAL 27
ROOM BREAKDOWN:	
ROOM	AGE PLACES RATIO STAFF
ACTIVITY 1	0-2 8 PLACES 1:4 2 STAFF
ACTIVITY 2	0-2 12 PLACES 1:4 3 STAFF
ACTIVITY 3	2-3 15 PLACES 1:5 3 STAFF
ACTIVITY 4	2-3 15 PLACES 1:5 3 STAFF
ACTIVITY 5	3-4 20 PLACES 1:10 2 STAFF
ACTIVITY 6	3-4 30 PLACES 1:10 3 STAFF
KITCHEN / ADMIN	
	100 PLACES 18 STAFF



SITE PLAN

1 : 200

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ACCORD PROPERTY

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GOLDEN BAY

SITE PLAN

Scale As indicated
Drawn DF Checked MJ
Date 07/12/20
Job No. 2020052

Dwg No. 3354 03 Rev: E A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
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C	CONSULTANT ISSUE FOR INFO	07/10/20
D	ISSUED FOR DA	08/10/20
E	ISSUED FOR DA AMENDMENT	03/12/20
F	CARBAYS CLARIFIED	07/12/20

SUMMARY

SITE AREA:	2251m ²
BUILDING AREA:	780m ²
NUMBER OF PLACES:	100
OUTDOOR PLAY AREA:	REQUIRED: 700m ² PROVIDED: 721m ²
CAR BAYS:	REGULAR BAYS 26 DISABLED BAY 1 TOTAL 27

ROOM BREAKDOWN:

ROOM	AGE	PLACES	RATIO	STAFF
ACTIVITY 1	0-2	8 PLACES	1:4	2 STAFF
ACTIVITY 2	0-2	12 PLACES	1:4	3 STAFF
ACTIVITY 3	2-3	15 PLACES	1:5	3 STAFF
ACTIVITY 4	2-3	15 PLACES	1:5	3 STAFF
ACTIVITY 5	3-4	20 PLACES	1:10	2 STAFF
ACTIVITY 6	3-4	30 PLACES	1:10	3 STAFF
KITCHEN / ADMIN		100 PLACES		2 STAFF
				18 STAFF

LEGEND

OVERALL SITE BOUNDARY

RL + 7.00

PROPOSED REDUCED LEVEL
SHOWN INDICATIVE

PROPOSED TREE
TYPE: CASUARINA OBESA
SWAMP SHEOAK / TO MATCH
STREET TREES IN AREA



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FLOOR PLAN

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Date 07/12/20
Job No. 2020052
Dwg No. 3354 04 Rev: F A1 SHEET

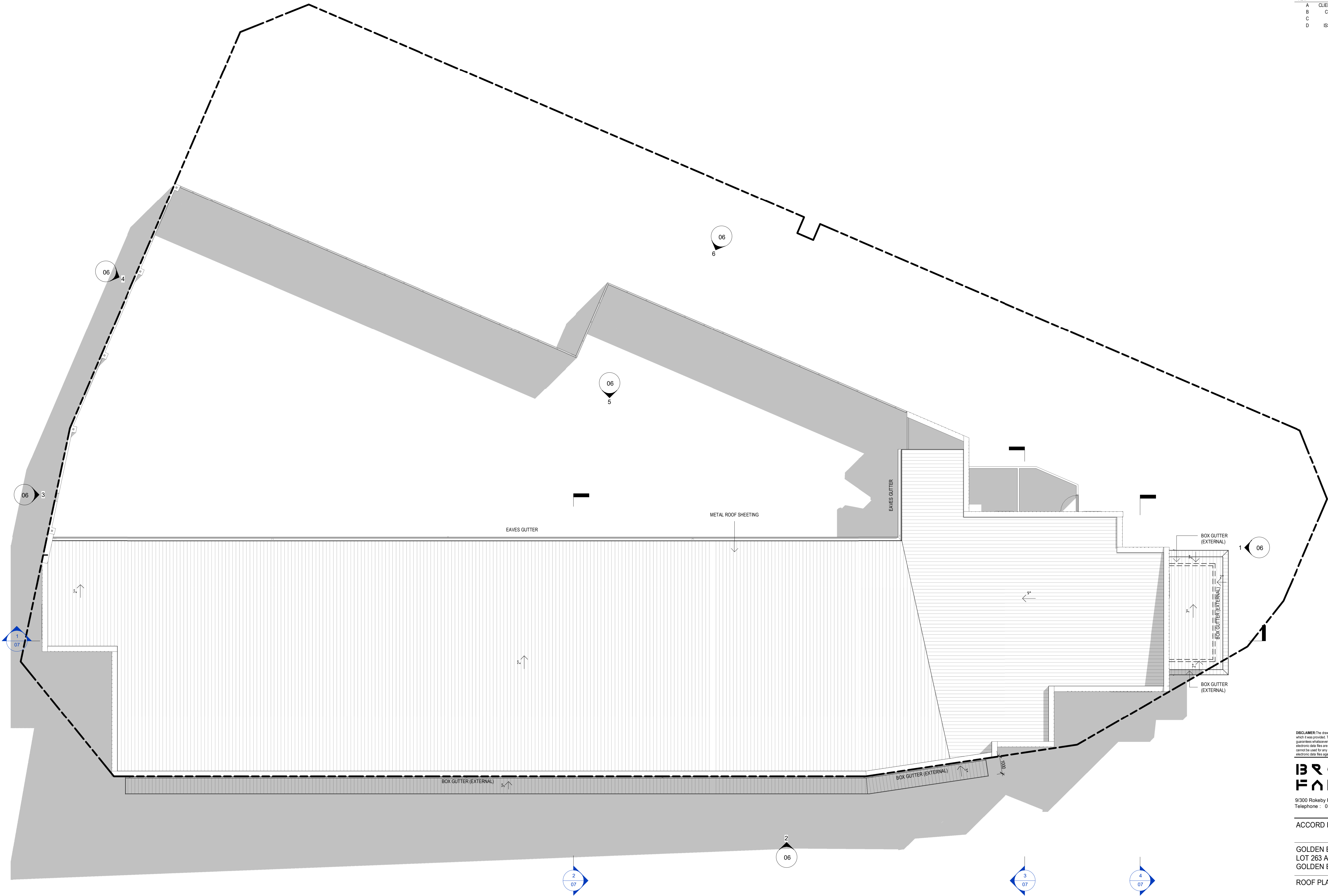
FLOOR PLAN

1 : 100

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Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
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ROOF PLAN

Scale 1 : 100
Drawn DF Checked MJ
Date 03/12/20
Job No. 2020052
Dwg No. **3354 05** Rev: **D** A1 SHEET

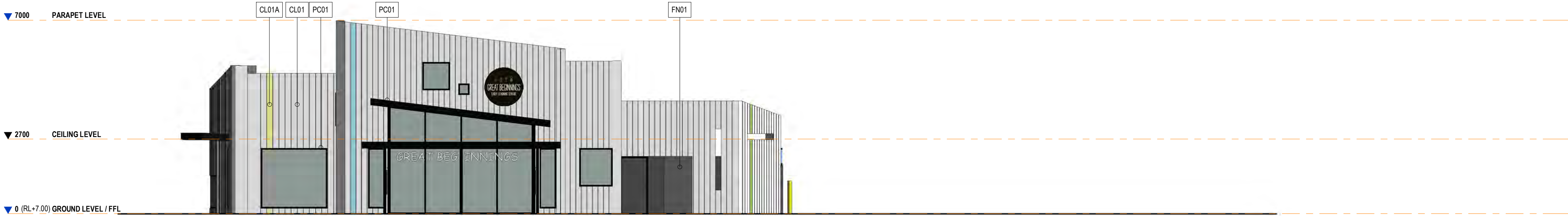
ROOF

1 : 100

DA ISSUE

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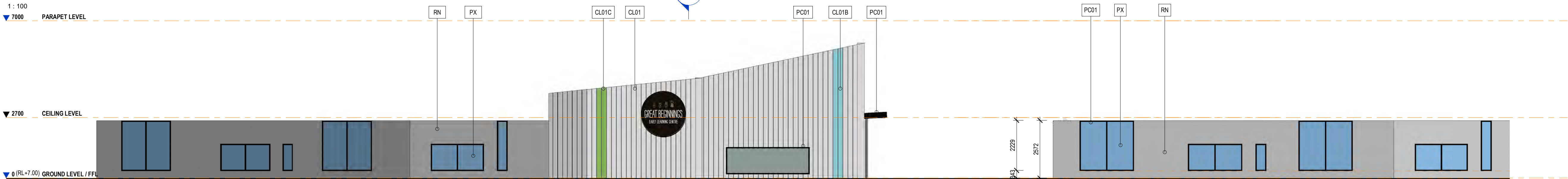
Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CLIENT, PLANNER FOR INFO	01/10/20
C	CONSULTANT ISSUE FOR INFO	07/10/20
D	ISSUED FOR DA	08/10/20
E	ISSUED FOR DA AMENDMENT	03/12/20



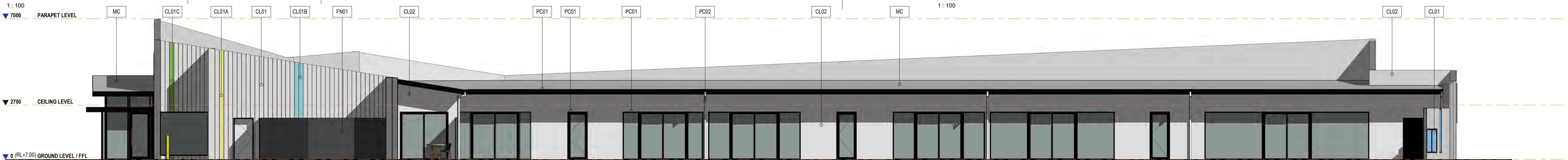
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2 - NORTH EAST ELEVATION

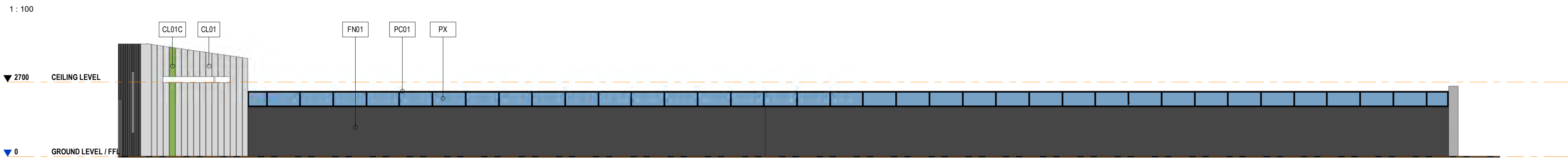


3 - SOUTH EAST ELEVATION

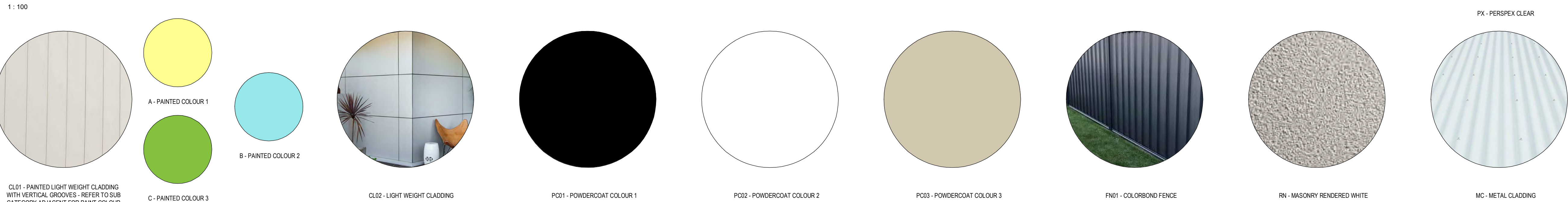


4 - SOUTH (FENCE) ELEVATION

5 - SOUTH WEST ELEVATION



6 - WEST FENCE ELEVATION



CL01 - PAINTED LIGHT WEIGHT CLADDING WITH VERTICAL GROOVES- REFER TO SUB CATEGORY ADJACENT FOR PAINT COLOUR

A - PAINTED COLOUR 1

C - PAINTED COLOUR 3

B - PAINTED COLOUR 2

CL02 - LIGHT WEIGHT CLADDING

PC01 - POWDERCOAT COLOUR 1

PC02 - POWDERCOAT COLOUR 2

PC03 - POWDERCOAT COLOUR 3

FN01 - COLORBOND FENCE

RN - MASONRY RENDERED WHITE

MC - METAL CLADDING

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ACCORD PROPERTY

GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY

ELEVATIONS

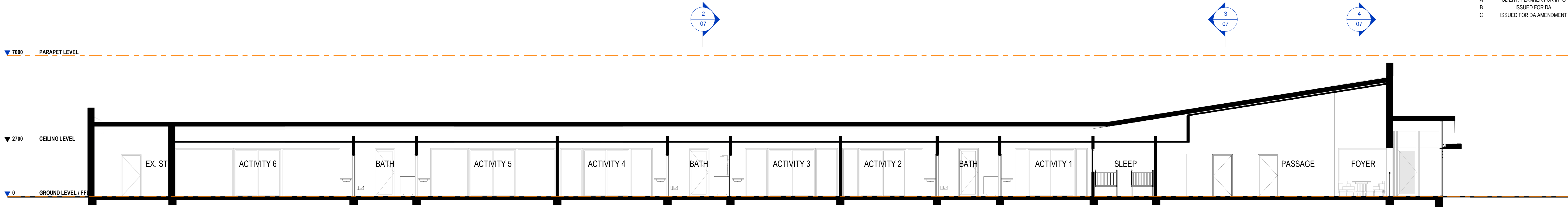
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Date 03/12/20
Job No. 2020052

Dwg No. **3354 06** Rev: **E** A1 SHEET

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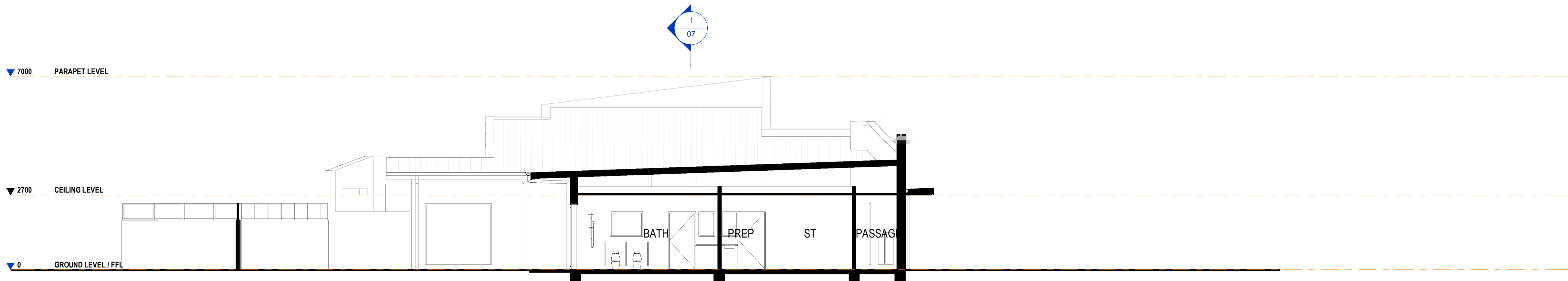
ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	CLIENT, PLANNER FOR INFO	01/10/20
B	ISSUED FOR DA	08/10/20
C	ISSUED FOR DA AMENDMENT	03/12/20



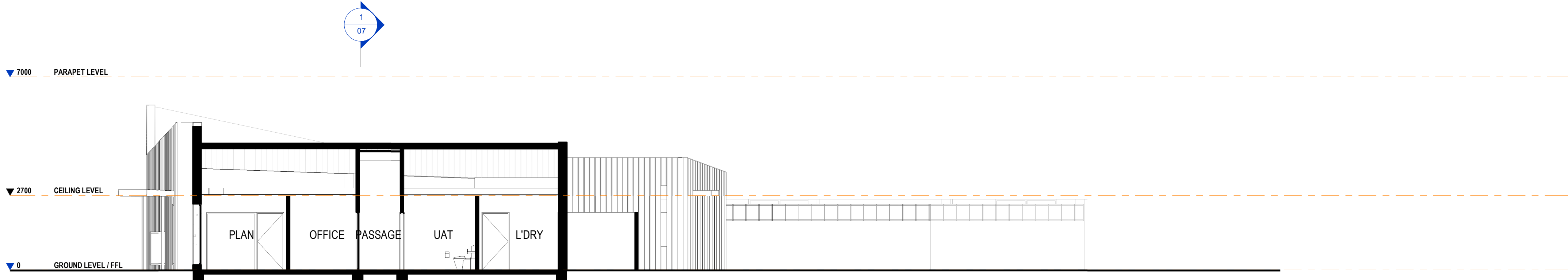
1 - SECTION 1

1 : 100



2 - SECTION 2

1 : 100



3 - SECTION 3

1 : 100



4 - SECTION 4

1 : 100

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GOLDEN BAY

SECTIONS

Scale 1 : 100
Drawn DF Checked Checker
Date 03/12/20
Job No. 2020052

Dwg No. **3354 07** Rev: **C** A1 SHEET

DA ISSUE

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C	ISSUED FOR DA	06/10/20
D	ISSUED FOR DA AMENDMENT	03/12/20



VIEW FROM NORTH EAST



VIEW FROM NORTH



VIEW FROM NORTH WEST ELEVATION



VIEW OF EAST ELEVATION



VIEW OF WEST ELEVATION



VIEW OF SOUTH ELEVATION

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3D VIEWS

Scale 1 : 1
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Date 03/12/20
Job No. 2020052
Dwg No. **3354 08** Rev: **D** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

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C	ISSUED FOR DA	06/10/20
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CITY OF ROCKINGHAM COUNCIL CHAMBERS



KWINANA GRAIN TERMINAL



ROCKINGHAM HOTEL



LOADING TIMBER AT ROCKINGHAM JETTY



ROCKINGHAM APARTMENTS - MAARCH ARCHITECTS



ROCKINGHAM QUEST APARTMENTS - MJA STUDIO



ALFRED HINES SEASIDE CAMP FOR CHILDREN



KINDERGARTEN BY TOPOS ARCHITECTURE



KINDERGARTEN BY TOPOS ARCHITECTURE



KINDERGARTEN BY TOPOS ARCHITECTURE



KINDERGARTEN BY RRA ARCHITECTS

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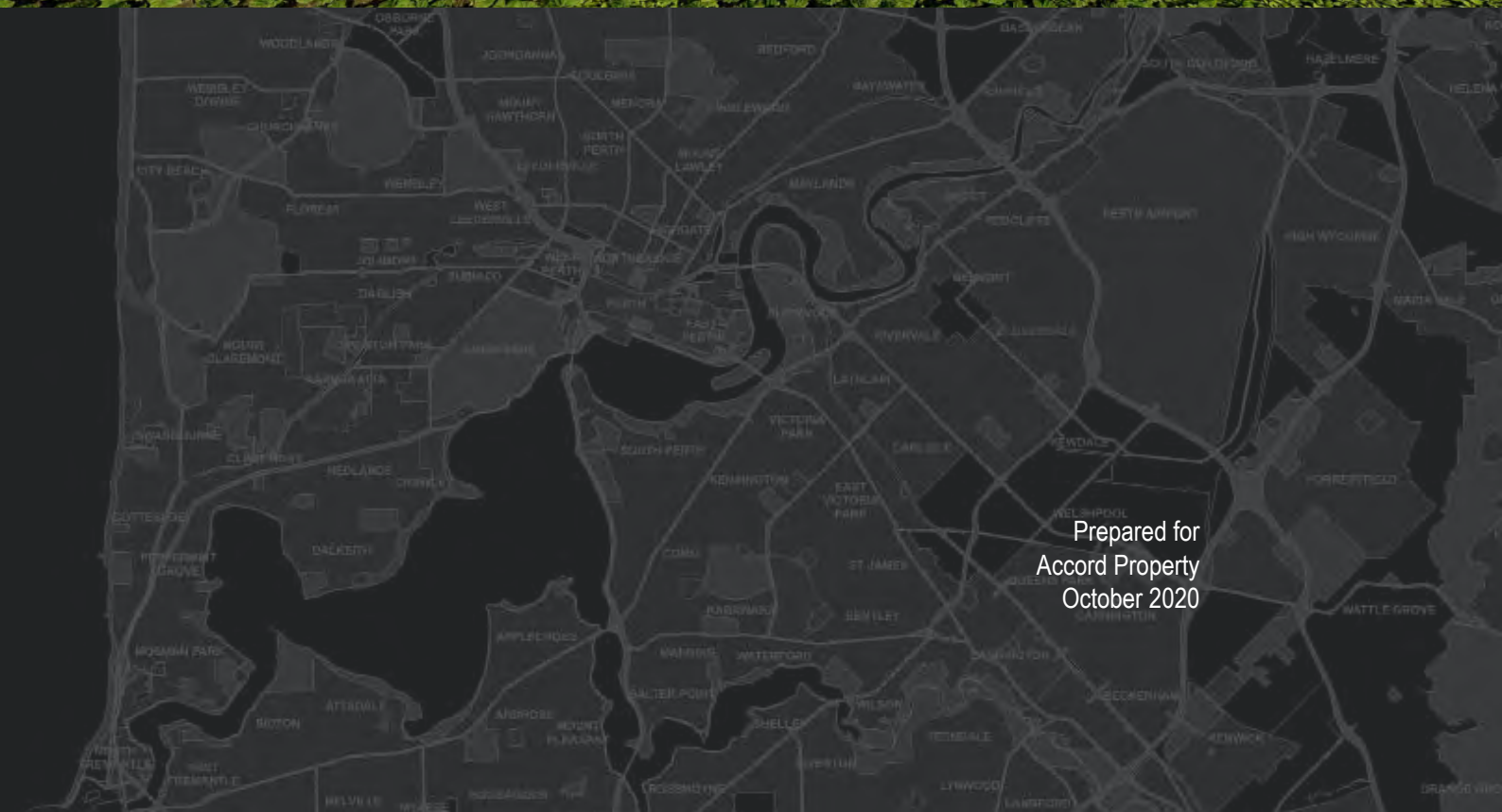
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LOT 263 AUREA BOULEVARD
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REFERENCE

Scale 1 : 1
Drawn DF Checked MJ
Date 03/12/20
Job No. 2020052
Dwg No. **3354 09** Rev: **D** A1 SHEET

Golden Bay Child Care Centre Development Application Report

Lot 263 Aurea Boulevard
Golden Bay, WA



Prepared for
Accord Property
October 2020

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2. use of, or reliance upon, this report in relation to any land other than the subject site; or
3. the Client's implementation, or application, of the strategies recommended in this report.

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Web: www.planningsolutions.com.au

Project details

Job number	6605	
Client	Accord Property Group	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architect Traffic Acoustic Waste Management	Planning Solutions Brown Falconer Transcore Lloyd George Acoustic Rawtec

Document control

Revision number	File name	Document date
Rev 0	201009 6605 DA Report - Golden Bay Childcare	9 October 2020

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Figure 2:	Zoning Map

Appendices

Appendix 1:	Certificate of Title and Deposited Plan.
Appendix 2:	Development Plans.
Appendix 3:	Transport Impact Statement.
Appendix 4:	Environmental Noise Assessment.
Appendix 5:	Waste Management Plan.

1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Accord Property, the proponent of the proposed development at Lot 263 Aurea Boulevard, Golden Bay (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Application for a 100 place childcare premises and associated carparking, access, signage and landscaping on the subject site.

This report will discuss various issues pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Town planning considerations.

This application seeks approval for the use and development of a childcare premises catering for 100 children and 18 staff on the subject site. The proposed development is appropriately situated within the emerging Golden Bay local centre and has been designed in a manner which responds to the intended character of the precinct. The proposed centre is located within a designated commercial centre and provides additional community services and employment opportunities to the growing locality.

Accordingly, Planning Solutions respectfully requests the Metro Outer Joint Development Assessment Panel (**JDAP**) grant approval to the application.

1.2 Background

Ongoing engagement and consultation has occurred with the City of Rockingham (**City**) since project inception, including a meeting with the City on 12 August 2020.

The outcomes of the preliminary engagement were as follows:

- The City's officers have no in-principle objection to the suitability of the proposed development, and consider the proposed land use entirely appropriate within the town centre area.
- The site-specific design approach taken by the proponent which takes into consideration the desired built form of the Golden Bay Neighbourhood Centre Detailed Area Plan (**DAP**) was welcomed by the City.
- The location of the car parking area and the use of tandem bays was generally supported by the City provided that necessary justification from a suitably qualified traffic engineer is provided, and that the parking is consistent with the requirements of Austroads, Liveable Neighbourhoods and the relevant Australian Standards for parking.
- The proposal would not be required to present to the City's Design Review Panel for comment, given the site specific design led planning framework.
- The City would require traffic reporting in the form of a Transport Impact Statement as well as an Environmental Noise Assessment and Waste Management Plan to be submitted with the application.

The City also provided feedback on the initial concept plans on 24 September 2020. As a result of this feedback, a number of modifications were made to the final set of development plans, including the following:

- Revision of building materials to include painted lightweight cladding in coastal colours to better harmonise with the urban centre context.
- Inclusion of larger windows to the eastern elevation to provide better interaction with the street and break up the built form.
- Additional trees provided in tree wells to shade tandem car bays.

The comments received during pre-lodgement engagement have informed the overall design and configuration of the proposal and the content of this report.

2 Site Details

2.1 Land Description

Refer to **Table 1** below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
263	401256	2884	468	2,251

Refer to **Appendix 1** for copies of the Certificate of Title and Deposited Plan.

2.2 Location

2.2.1 Regional Context

The subject site is located in the City of Rockingham (**City**) and is situated in the northern portion of Golden Bay, which is currently undergoing the final stages of subdivision and development. The subject site is located approximately 52 kilometres southwest of the Perth city centre and approximately 15 kilometres south of the Rockingham city centre.

The subject site is in close proximity to Warnbro Sound Avenue, connecting the subject site to coastal suburbs to the north within the City of Rockingham. The subject site is also in close proximity to Mandurah Road, connecting the subject site to the wider metropolitan region to the north and Mandurah to the south.

The subject site is bounded by Aurea Boulevard to the north, Thundelarra Drive to the east, Kalli Street to the south and Nallan Lane to the west.

Bus services are provided along Warnbro Sound Avenue, approximately 150 metres east of the subject site.

2.2.2 Local Context, Land Use and Topography

The subject site is located in the northern portion of Golden Bay, within Golden Bay estate. Residential development adjoins the subject site to the south and west, with commercial development underway to the north and east.

The subject site is widely surrounded by medium density residential development in the newly developed Golden Bay estate. The locality is in the final stages of development with surrounding roads, public open space and residential development largely complete, and adjoining commercial development underway.

The subject site is in close proximity to existing community facilities in Golden Bay including the following:

- Golden Bay Primary School, approximately 200m south of the subject site
- Rhonda Scarrott Oval, approximately 300m southwest of the subject site
- Golden Bay Baptist Church approximately 400m southwest of the subject site.

There are currently no childcare centres within Golden Bay, with the nearest centres located in adjoining suburbs to the north and south, greater than 1km from the subject site.

The subject site is currently cleared and vacant. The subject site is generally flat with a slight rise from north to south. The lowest point of the site is approximately 6.64AHD in the north western corner of the subject site, with the highest point of the site approximately 7.12AHD in the south eastern corner of the subject site.

Refer to **Photos 1-8** and **Figure 1**, aerial photograph depicting the subject site and surrounds.



Photograph 1: Nallan Lane facing south from Aurea Boulevard, subject site on the left.



Photograph 2: Roundabout at intersection of Aurea Boulevard and Thundelarra Drive, facing south towards the site.



Photograph 3: Commercial development under construction on Thundelarra Drive north of the subject site.



Photograph 4: Thundelarra Drive looking south. Existing verge landscaping and pedestrian pathway.



Photograph 5: Subject site from southeast across Thundelarra Drive.



Photograph 6: View east across subject site from eastern lot boundary.



Photograph 7: View across entrance to Nallan Lane towards Kalli Street looking west.



Photograph 8: Abydos Lane west of subject site off Nallan Lane.



3 Proposed Development

The proposal involves the development of a single storey child care centre on the subject site, including associated parking, access and landscaping. The design of the facility is intended to create a distinct/recognisable entrance to the Golden Bay local centre, and provide an essential service which is easily accessible to the local community.

The proposed development will contribute to the establishment of the Golden Bay local centre and provide for essential early learning services to meet the current and growing demand within the community. The facility has been designed with suitable architectural, acoustic and traffic input to minimise any undue impacts on the amenity of the locality, including adjoining residential properties.

The centre is efficiently designed to maximise use of the subject site's 2,251m² lot area through a single storey facility which provides ample outdoor space and amenities for up to 100 children.

The proposed centre will cater for the care of up to 100 children, of the following age demographics:

- 20 places for children aged 0-2 years.
- 30 places for children aged 2-3 years.
- 50 places for children aged 3-5 years.

The centre is proposed to operate from 6.30am to 6.30pm, Monday to Friday and will accommodate up to 18 staff. No outdoor activities will occur between 6.30am and 7.00am.

3.1 Development summary

Specifically, the proposed development comprises:

- A single-storey child care centre building along the eastern edge of the subject site, oriented towards the intersection of Thundelarra Drive and Aurea Boulevard.
- Setbacks to lot boundaries are as follows:
 - Nil setback to the north eastern lot boundary (Thundelarra Drive).
 - Nil setback to eastern lot boundary (Thundelarra Drive).
 - Nil setback to southern lot boundary (Kalli Street).
 - 5.4 metre setback to the western lot boundary (Nallan Lane).
- The building façade is comprised of painted lightweight cladding in coastal colours to give a contemporary appearance and respond to the site's context.
- Cross-ventilation is encouraged through the provision of openings along the building façades.
- A 714m² outdoor play space including a range of recreational features for children's play and learning activities. The outdoor play area is adequately screened to ensure privacy and adequate amenity to surrounding residential development.
- A total of 27 onsite car parking bays (including one universal access bay), comprising 13 bays in regular formation and 14 tandem bays. The car parking area is accessed from Nallan Lane.
- The internal floor layout comprises:
 - Entry foyer area with reception desk.
 - Administration rooms including staff office, planning and meeting rooms.
 - Kitchen, laundry and drying rooms.
 - Staff room and alfresco area.

- Six internal group activity rooms and associated children's toilets, prep rooms and cot rooms.
- External store accessible from the outdoor play area.
- An existing pedestrian footpath connecting Aurea Boulevard with Kalli Street through the subject site provides pedestrian access from the surrounding streets and from the car parking area to the child care centre building. Pedestrian awnings form part of the design response.
- Fencing throughout the facility as follows:
 - Timber and Perspex lapped fencing at 2.1m in height along the western portion of the southern boundary, with a 1.5m Perspex overhang.
 - Timber lapped fencing at 2.1m in height along the western boundary, with a 1m Perspex overhang.

The proposed fencing provides a suitable level of enclosure while ensuring surveillance and transparency to the public realm. The fencing is also consistent with the acoustic recommendations for the purpose of mitigating potential noise impacts.

- Vehicle access to the site is via Nallan Lane. The access has been configured to optimise the functionality and safety of the site for visitors, staff and users of the surrounding road network.
- A 7m² bin storage area adjacent to the north western edge of the building and the car parking area. The area is fully enclosed by lightweight cladding.

Refer to **Appendix 2** for a copy of the development plans and perspective drawings of the proposed development.

3.2 Landscaping

The proposed development provides approximately 839m² of landscaped areas, including approximately 125m² soft landscaping and 714m² outdoor play. The landscaping provision compliments the existing verge plantings surrounding the subject site. A nature scape outdoor play concept is currently being developed for the child care centre, and will be submitted at a later stage.

The landscaping areas have been identified on the site plan with the proposed trees. The proposal seeks to retain the existing verge landscaping surrounding the proposed development. Further detail on landscaping to be provided with the nature scape outdoor play plans can be provided as a condition of development approval.

3.3 Traffic and access

The proposed child care centre has been subject to a detailed traffic analysis, in the form of a Transport Impact Statement (TIS) conducted by Transcore (refer **Appendix 3**).

Based on this analysis, the proposed child care centre was found to generate approximately 75 and 49 vehicles during the weekday AM and PM peak hours, respectively. This level of traffic generation is relatively minimal and falls within the threshold of a Transport Impact Statement as set out by the WAPC guidelines.

The findings of the TIS are summarised as follows:

- Traffic generation associated with the proposed facility will have an insignificant impact on the surrounding road network.
- The provision of 27 car parking bays is sufficient to cater for the parking demand generated by the proposed development.

3.4 Acoustic considerations

As the subject site is in close proximity to residential properties to the west across Nallan Lane and to the south across Kalli Street, an acoustic assessment has been conducted by a suitably qualified acoustic consultant in the form of an Environmental Noise Assessment.

The assessment considers the noise impacts associated with outdoor child play, AC plant, car doors and indoor child play with respect to the adjoining 'noise sensitive' residences to the west and south. The assessment demonstrates that the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* during the assessment period, subject to a number of built form and centre management measures.

The proposed fencing is consistent with the acoustic recommendations for the purpose of mitigating potential noise impacts. The remainder of recommendations outlined within the Environmental Noise Assessment pertaining to plant equipment will also be incorporated within the final construction drawings which would be lodged as part of a building permit application to the City.

Accordingly, the above mitigation measures are acceptable to the proponent. The measures can be incorporated into the development as part of a condition of development approval. Refer to **Appendix 4** for a copy of the Environmental Noise Assessment.

3.5 Waste Management

As outlined in section 1.2 of this report, the City confirmed in preliminary discussions that a detailed Waste Management Plan confirming the full details of waste management for the centre would be required.

The proposed development provides a screened bin area at the north western side of the childcare building, adjacent to the northern car bays. The bin area measuring 7m² is of adequate size to accommodate the three waste bins (two general waste and one recycling) required for the 100-place centre. Waste collection will occur via Nallan Lane, with private waste contractors accessing the site and transporting bins from the bin area onto trucks. Waste collection is anticipated to occur five times per week.

Refer to **Appendix 5** for a copy of the Waste Management Plan prepared by Rawtec.

3.6 Signage

Nominal signage zones have been indicated on the proposed development plans for 3 wall signs, as follows:

- One 1.4m in diameter circular wall sign on the north western elevation, fronting Aurea Boulevard, above the building entrance.
- One 2.4m long x 1.2m high rectangular wall sign on the north eastern aspect of the eastern elevation, fronting Thundelarra Drive.
- One 2m in diameter circular wall sign on the south western elevation, fronting Kalli Street.

An assessment of the proposed signage against the City's signage policy is discussed in section 4.5.2 below.

4 Statutory Planning Framework

4.1 Metropolitan Region Scheme

The subject site and adjoining roads are zoned Urban under the provisions of the Metropolitan Region Scheme (MRS). The proposed development is consistent with the MRS and may be approved accordingly.

4.2 City of Rockingham Town Planning Scheme No. 2

4.2.1 Zoning

The subject site is zoned 'Commercial' under the City of Rockingham Town Planning Scheme No. 2 (TPS2). Pursuant to Clause 4.6.1 of TPS2, the objective of the Commercial zone is as follows:

to provide for the development of District, Neighbourhood and Local shopping facilities to cater for the present and future residents of the City consistent with the Local Government's Local Commercial Strategy and supported by any other Plan or Policy that the Local Government from time to time may adopt as a guide for the future development within the Zone.

The proposal involves the development of a child care centre to meet demand for child care services in the growing Golden Bay community. The development of a child care centre at this location within the Golden Bay neighbourhood centre is entirely consistent with the intent of the Local Commercial Strategy and with the City's suite of local planning policies, as outlined throughout this report.

The centre is appropriately located within the commercial centre and within an easy walk of Golden Bay Primary School, providing convenience to parents and caregivers. The building has been architecturally designed to ensure the built form of the development is appropriate to its location at the interface between residential and commercial land uses, and ensure safety and amenity of the area.

The proposed development is entirely consistent with the objective of the Commercial zone and warrants approval accordingly.

Refer to **Figure 2**, zoning map.

4.2.2 Land Use and Permissibility

Pursuant to the provisions of Schedule 1 - Interpretations, the proposed development is best classified as a 'Child Care Premises', defined under TPS2 as:

Child Care Premises: means premises used to provide a child care service within the meaning of the Child Care Services Act 2007, but does not include a Family Day Care Centre.

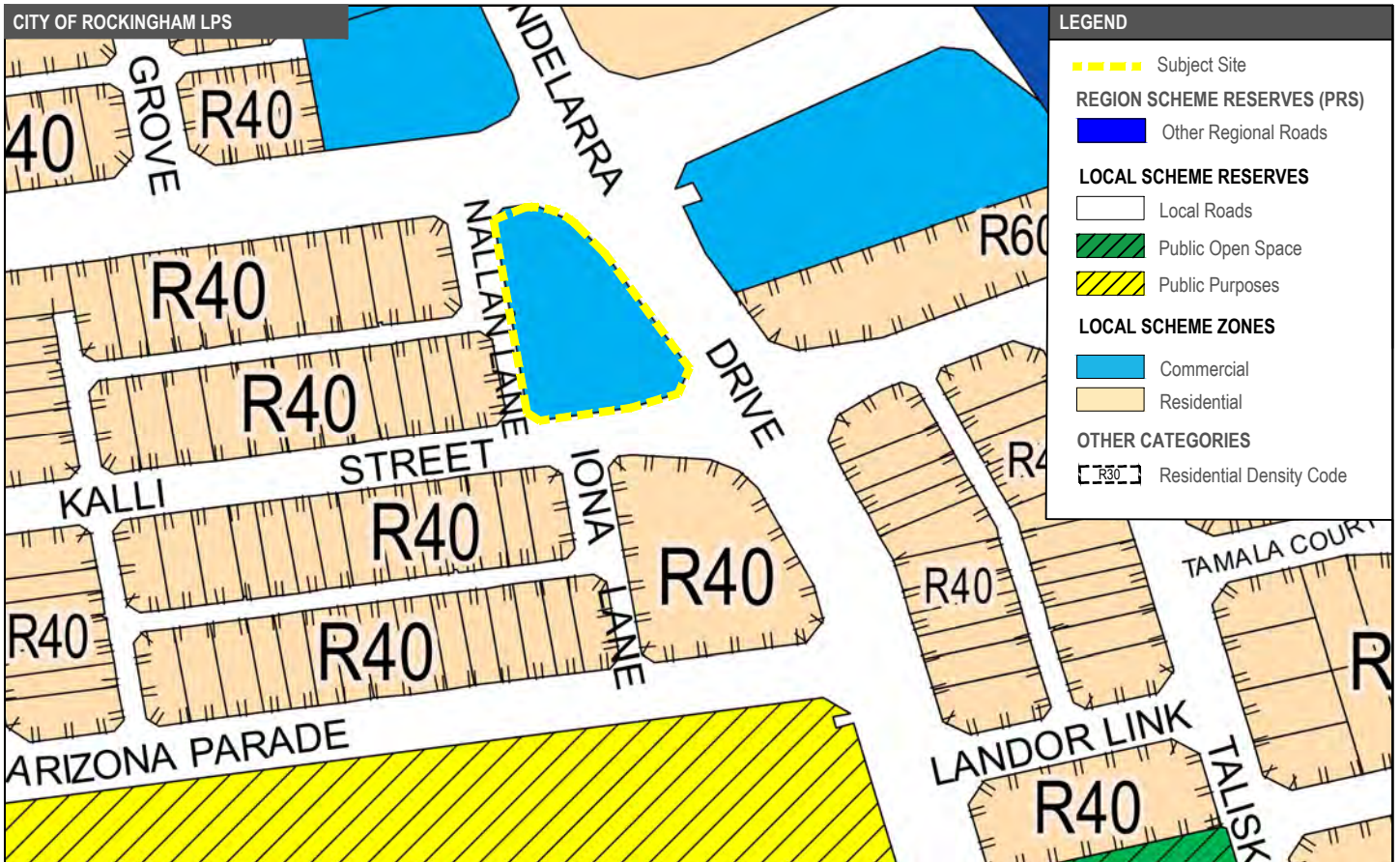
Pursuant to Table No. 1 – Zoning Table of TPS2, the Child Care Premises land use is a 'D' (Discretionary) use within the Commercial zone. The use is therefore capable of being approved, subject to the exercise of discretion by the decision maker.

The proposed child care centre use is entirely appropriate and suitable for establishment on the subject site for the following reasons:

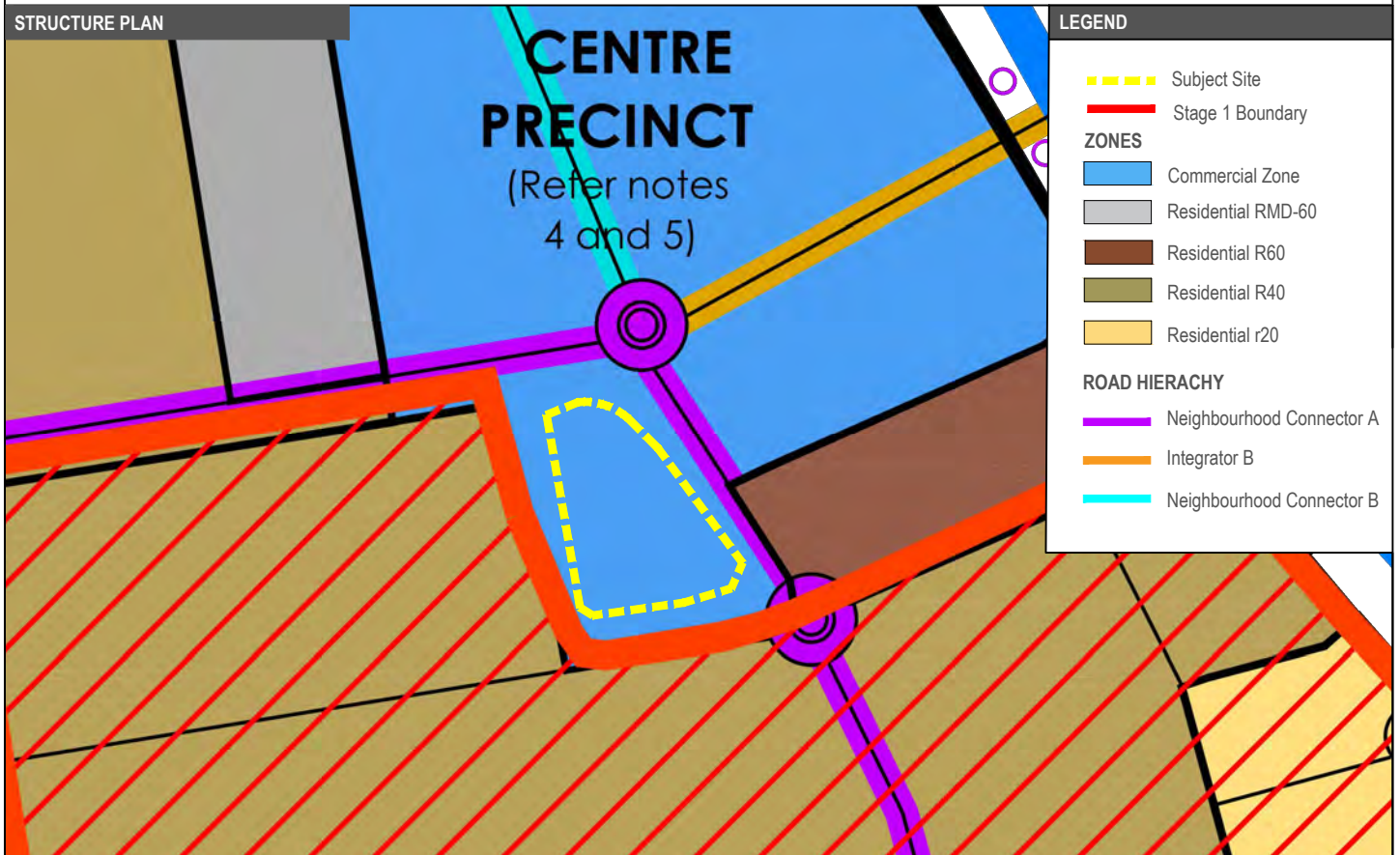
- The proposed child care centre will provide essential child care and early learning services to the established and growing Golden Bay community within an existing community/commercial precinct.
- The proposed child care centre is ideally located at the intersection of Thundelarra Drive and Aurea Boulevard to provide good connectivity from the surrounding Golden Bay locality, and is located in close proximity to other services in the area including Golden Bay Primary School and the emerging commercial centre.
- The design of the development is sympathetic to the surrounding planned commercial context and ensures an active interface with the street. Building bulk has been concentrated at the northern portion of the subject site to present an attractive entrance statement to the commercial centre at the intersection of Thundelarra Drive and Aurea Boulevard.
- The proposed development has been deliberately designed and configured to minimise any intrusive impact on the amenity of surrounding residential properties. In this regard, an acoustic report demonstrates compliance with the relevant Environmental Noise Regulations.
- The proposal is supported by a Traffic Impact Statement which demonstrates it is entirely acceptable from a traffic and access point of view.

For the reasons outlined above, the proposed child care premises is entirely compatible with the Commercial zone and warrants approval accordingly.

CITY OF ROCKINGHAM LPS



STRUCTURE PLAN



PLANNING SOLUTIONS | **PS**
URBAN & REGIONAL PLANNING

SCALE 1: 2,000 @ A4
DATE 03 September 2020
FILE 200903 6605 Zoning Map.dwg
REVISION 1/AL/First Draft/03.09.2020

**ZONING MAP**

LOT 263 AUREA BOULEVARD
GOLDEN BAY, WESTERN AUSTRALIA

FIGURE
02

4.2.3 Development Standards

Part 4 of TPS2 outlines the general development standards and requirements for Commercial zoned land. With the exception of landscaping and parking, the majority of provisions are not applicable to the proposed development. The relevant development requirements for the proposed childcare centre are contained in the City's suite of Local Planning Policies which are addressed in section 4.5 of this report.

In accordance with Clause 4.6.5 of TPS2, the following landscaping requirements apply to the proposal:

A minimum of ten percent (10%) of the total site area shall be provided as landscaping in the form approved by the Local Government. The area of the site required to be provided under this sub-clause shall not include areas which would normally be set aside for pedestrian movement.

The proposed development provides approximately 125m² of dedicated soft landscaping areas, located between the building envelope and the northern and southern lot boundaries. The development also includes provision for tree planting within the car parking area at a rate of 1 tree per 4 bays. With a total lot area of 2,251m², this equates to 5.5% landscaping provision. The soft landscaping provision will be complimented by a 'nature scape' outdoor play area which will incorporate additional soft landscaping within children's play spaces.

The landscaping provision of the proposed development is entirely appropriate for the child care centre premises and ensures children have access to nature play, in addition to providing external landscaping which enhances the aesthetic and sustainability of the centre through a number of trees. The inclusion of the nature play area would result in a landscaping percentage for the site of 37%. Therefore, if is considered the proposed landscaping provided as part of this development is satisfactory and should be supported accordingly.

4.2.4 Parking

The parking requirement for a Child Care Premises under Table No. 2 – Carparking Table of TPS2 is as follows:

1 bay per employee and 1 bay per eight children.

Based on 100 children and 18 staff, a total of 31 parking bays are required (of which 18 must be dedicated to staff). The proposed development provides 18 staff bays and 9 visitor bays onsite, with one accessible bay provided. Accordingly, a 4 bay 'on paper' car parking shortfall is proposed.

As outlined within the TIS in **Appendix 3**, Transcore undertook a parking analysis based on the anticipated peak hour traffic generation of the proposed child care centre, to estimate the actual peak parking demand of the child care centre.

The estimated morning peak hour trip generation of the child care centre is 39 vehicles in and 36 vehicles out of the car park. This represents a potential 39 vehicles using the child care centre car park during the peak hour. This is the assessed 'worst case' usage of the car park during the peak hour.

The RTA NSW "Guide to Traffic Generating Developments" indicates an average recorded length of stay of 6.8 minutes for all surveyed child care centres. Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.

It can therefore be concluded that a minimum of 7 visitor parking bays (39 vehicles / 6 vehicles = 6.5 bays) should be reserved for drop-off and pick-up activities peak hour periods. This results in an actual parking demand of 25 bays (7 visitor + 18 staff bays = 25 bays). The proposed development provides 6 designated visitor parking bays to meet the actual visitor parking demand and 17 bays to accommodate the maximum of 17 staff on site at any one time. The reduced visitor bay demand of 7 bays, means the provision of 27 bays could adequately accommodate parking needs of staff and visitors at capacity. Efficient use of space is maximised through the inclusion of 14 tandem bays, for staff use.

In addition to the above, 7 existing bays are located within Nallan Lane which can be used directly adjacent to the child care premises. It should also be noted that many patrons of the child care centre will be also local residents, some of which will walk their children to and from the child care centre. Given the proximity of the centre to Golden Bay Primary School and its location within the Golden Bay local centre, it is reasonable to expect that parents/caregivers may park at any one of these locations and choose to walk between each, thereby reducing parking demand for the child care centre.

The subject site is located in close proximity to public transport options, which provides an opportunity for alternative modes of travel by parents, guardians or staff, reducing the need for additional parking bays.

Furthermore, pick up and drop off times of child care centres are typically staggered over a 3 hour period. The times are dependent on the employment / movements of parents or carers. For example, a child may be dropped off at 0700 and picked up at 1400 depending on the time their guardian is ready to collect them. This differs from a primary school where there is only one start and finish time.

The proposed 4 bay car parking variation is justified and warrants the City's discretion accordingly.

4.2.5 Matters to be considered

Clause 67 of the Deemed Provisions sets out the matters for which due regard shall be given when considering an application for development approval. The relevant considerations are addressed in **Table 2** below.

Table 2 - Matters to be considered

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of LPS2 are considered and addressed throughout this report.
(g) <i>any local planning policy for the Scheme area;</i>	Refer to section 4.5 of this report.
(h) <i>any structure plan, activity centre plan or local development plan that relates to the development;</i>	Refer to sections 4.3 and 4.4 of this report.
(m) <i>the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	<p>The design of the building ensures the built form responds appropriately to the site's context within an emerging commercial centre.</p> <p>The development features an attractive built form and is of a scale which gives prominence to the Thundelarra Drive / Aurea Boulevard intersection and creates an entrance statement to the Golden Bay local centre. The choice of materials, colours and finishes is appropriate for commercial development at this location and references the site's coastal context.</p>
(n) <i>the amenity of the locality including the following —</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	<p>As outlined above, the proposed development responds to the character of the area through the use of various colours, materials and textures to activate the street frontage and provide visual interest to the site.</p> <p>It has been demonstrated by the Environmental Noise Assessment provided in Appendix 4 that the proposal will not affect the amenity of residential properties to the west and south, subject to appropriate noise mitigation measures being implemented with the development. In this regard, noise generated by the proposed development will comply at all times with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>

Matter to be considered	Provided
	The proposed development will have positive social impacts for the locality and its surrounds, through the provisions of an essential community service within a local centre and in close proximity to the local primary school, providing convenience to parents and creating the opportunity for enhanced walkability of the centre.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	Landscaping of the proposed development includes planting of ten shade trees as well as soft landscaping at the northern and southern boundaries of the site. The outdoor play area of the centre will include a 'nature scape' concept, further enhancing landscaping provision.
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	A Traffic Impact Statement has been prepared which demonstrates the proposed development is sound from a traffic and access perspective – refer Appendix 3 . Access to the site from Nallan Lane is entirely appropriate. The bin storage area is appropriately located to allow for waste collection vehicles and contractors to easily access the site after hours for waste collection.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	A Traffic Impact Statement has been prepared which demonstrates the proposed development is sound from a traffic and access perspective – refer Appendix 3 . Any additional traffic generated by the development is minimal and will not impact on the surrounding road network.
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The availability of alternative transport options near the subject site is considered in the Traffic Impact Statement included at Appendix 3 . The details of the storage and collection of waste are addressed in this report. A footpath (accessible path of travel) is provided between the building entry and Kalli Street to the south of the subject site, parallel to Nallan Lane. One ACROD bay is provided for the development in accordance with Australian Standards.
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	The proposed development will not result in the loss of a community service. Rather, the proposed development will contribute to the delivery of a critically important community service for the Golden Bay community.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	It is noted the proposed development will provide full-time employment for up to 18 people, and provide care and early learning services for up to 100 children, increasing employment opportunities for residents in the locality and providing a critical service to young families in the area. In this respect, there is a positive social outcome resulting from the development.
(y) <i>any submissions received on the application;</i>	Submissions will be considered during the assessment of the application.

Having regard to **Table 2** above, it is considered that the proposed development meets the relevant due regards of the Regulations and warrants approval accordingly.

4.3 Golden Bay Structure Plan

The Golden Bay Structure Plan (**Structure Plan**) provides a framework for subdivision and development within the northern portion of Golden Bay. The subject site is zoned 'Commercial – Neighbourhood Centre Precinct' under the Structure Plan. As above, the proposed development is entirely consistent with the objectives of the Commercial zone under TPS2.

Note 4 of the Structure Plan designates the Neighbourhood Centre Precinct subject to the preparation of a Detailed Area Plan. The Detailed Area Plan is addressed in the following section of this report.

4.4 Golden Bay Neighbourhood Centre Detailed Area Plan

The Golden Bay Neighbourhood Centre Detailed Area Plan (**NCDAP**) has been prepared in accordance with the provisions of the Golden Bay Structure Plan. The objectives of the NCDAP are as follows:

- Establish a 'Main Street' based Neighbourhood Activity Centre of a scale that is appropriate to its role as a focal point of a residential community and its role in the retail hierarchy of the region.*
- Provide a context for higher-density residential development that capitalises on proximity to local services.*

The proposed development of a child care centre within the activity centre will complement additional commercial uses and further enhance service provision within the centre.

An extract from the NCDAP is included below at **Figure 3**.

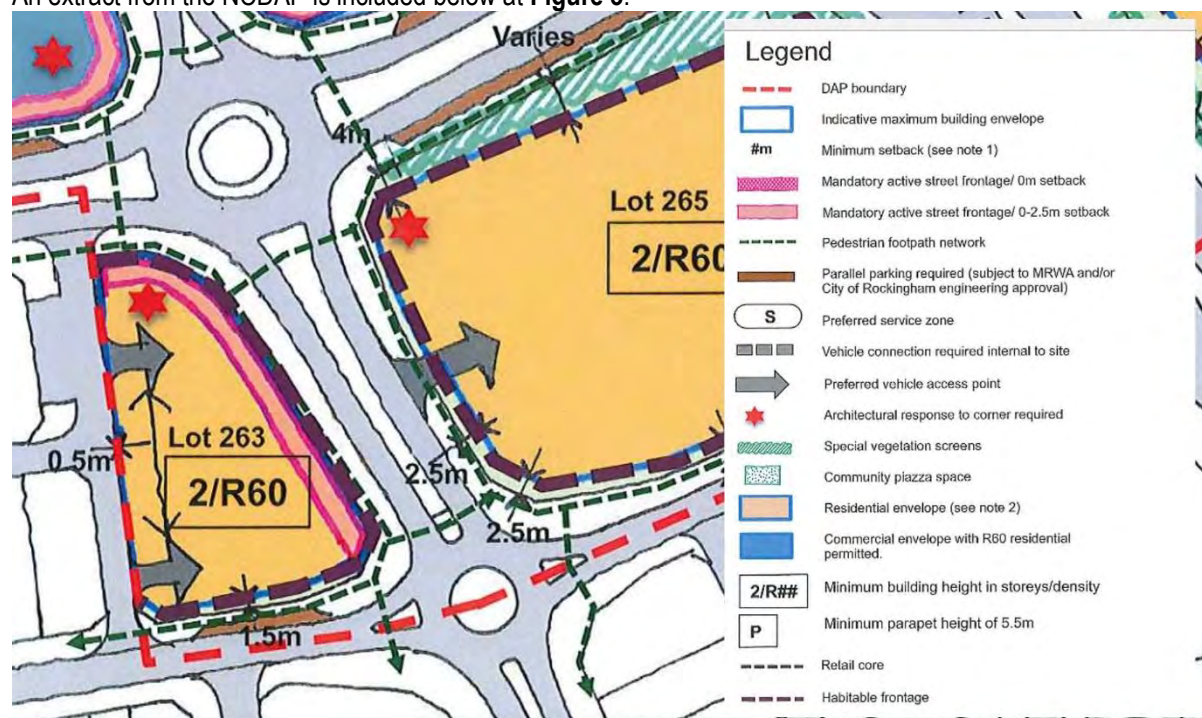


Figure 3 – Extract from Golden Bay Neighbourhood Centre Detailed Area Plan

An assessment of the proposed development against the above extracted NCDAP and other development standards of the NCDAP is provided below in **Table 3**.

Table 3 – Assessment of the proposed development against relevant standards of the Golden Bay Neighbourhood Centre Detailed Area Plan.

Required	Provided	Complies
<i>Detailed Area Plan</i>		
<i>Mandatory active street frontage / 0-2.5m setback.</i>	Active frontage with 0m setback provided to Thundelarra Drive with use of glazing and northern entry statement.	✓
<i>Preferred vehicle access from Nallan Lane.</i>	Vehicle access from Nallan Lane provided.	✓
<i>Architectural response required to Thundelarra Drive / Aurea Boulevard intersection.</i>	Increased building height, use of contrasting materials and additional glazing to create entrance statement at Thundelarra Drive / Aurea Boulevard intersection. The proposed development has an active and accessible frontage to this corner with the main entrance to the child care premises provided in this location. The use of additional height and form in the roof ensures this corner has an increased level of visual interest and impact on the prominent corner.	✓
<i>Habitable frontage to Thundelarra Drive, Aurea Boulevard and Kalli Lane.</i>	<p>A habitable frontage with glazing is provided to Thundelarra Drive and Aurea Boulevard. Preliminary engagement with the City (refer section 1.2 of this report) confirmed two habitable frontages would be acceptable. The two habitable frontages are further considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> Thundelarra Drive and Aurea Boulevard are considered to be the 'primary' street frontages, with the highest level of pedestrian and vehicle activity. Kalli Street provides access to a limited number of residential dwellings. The outdoor play area with permeable fencing provides interaction with the Kalli Street streetscape to the south. <p>In addition to the above, car parking is provided directly from Nallan Lane which will promote movement and presence in the laneway for staff and parents dropping off and picking up children.</p>	Discretion required
<i>Minimum two storey building height.</i>	<p>Preliminary engagement with the City (refer section 1.2 of this report) confirmed single storey height would be acceptable for a commercial only development, noting increased building height should be achieved at prominent locations. The proposed height is considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> The building achieves a parapet height of 7m at the northern corner, which is equivalent to two storeys. The single storey building height is compatible with the predominantly single storey building heights of the residential dwellings to the west and the wider locality. <p>In accordance with clause 4 of the NCDAP single storey is considered acceptable for commercial developments. The proposed development varies in height between 7m and 4.2m, which corresponds with the priced roof parapet design of the building.</p>	Discretion required

Required	Provided	Complies
<i>Street interface</i>		
i. All buildings must provide passive surveillance of adjacent street reserves by means of active or habitable frontage.	Active frontages to the northern and eastern street frontages ensure passive surveillance through the incorporation of sections of glazing.	✓
ii. Where active frontage is required and/or a 0m setback has been provided, the frontage must incorporate a canopy(s) with continuous coverage to a minimum depth of 2.5m or to within 600mm of the back of the adjacent kerb where the verge is too narrow to accommodate a 2.5m deep canopy, and must extend across the entire street frontage of the building.	Awnings for pedestrian cover with a depth of 1m are provided to the majority of the Thundelarra Drive frontage. This is appropriate to ensure comfortable pedestrian movement along the Thundelarra Drive footpath, with the awning naturally discontinuing to allow for a landscaped area at the corner of Aurea Boulevard and Thundelarra Drive. This awning will provide the necessary relief from the weather whilst supporting the architectural design of the proposed development.	Discretion required
iv. Delivery, loading and storage areas must be located and screened to minimise the visual impact on the public domain.	The bin storage area located at the north western edge of the building is adequately screened with light weight cladding to minimise the visual impact from the car park and adjoining Nallan Lane.	✓
v. Street elevations must be designed to create visual interest through building form, articulation of walls and openings, architectural features, texture and colour, with particular emphasis given to the ground floor level.	Alternating panels of coastal colours and large openings create visual interest along the eastern elevation to Thundelarra Drive. The concentration of building bulk and scale towards the northern corner of the subject site creates a focal point for the development and a statement entrance to the local centre.	✓
vi. Non-active portions of walls must be articulated by means of form, colour and texture	Visual interest and articulation is created at the south east elevation through varied building height which tapers towards the building entrance, as well as alternating panels in coastal colours.	✓
<i>Landscape</i>		
i. The landscape material used for the footpath must be continued across driveways and the entrances to Rights of Way to maintain visual continuity of the pedestrian network and aid pedestrian legibility.	Not applicable. No rights of way are provided within the subject site, with the development making use of the existing Rights of Way from Nallan Lane.	N/A
iii. Shade trees must be provided to all publicly accessible and open car parks not otherwise provided with shade structures at a minimum rate of 1 tree per 8 car bays.	Shade trees are provided to the car parking area at a rate of 1 tree per 4 bays, with additional shade trees at the southern perimeter of the car parking area and throughout the development.	✓
<i>Robustness</i>		

Required	Provided	Complies
i. <i>The ground floor of all buildings in the Commercial area must be designed with a minimum floor-to-floor height of 3.2m to enable commercial uses even if used for interim residential use.</i>	A ceiling height of 2.7m is achieved for the development. The ceiling height achieved is adequate to accommodate the intended use of a child care centre. The proposed additional ceiling height would provide additional unnecessary costs in the construction of the proposed development which his design for an intended purpose. The tenant for the child care premises has a long lease which will ultimately mean they will be in this site for 20+ years. The purpose for additional ceiling height to provide flexibility in commercial operators. The long lease and specific built form for this operator mean the additional ceiling height is unnecessary for this development and discretion to vary the requirement should be applied.	Discretion required
ii. <i>The ground level of all buildings in the Commercial area must be designed for disabled access regardless of the initial use.</i>	The building is appropriately designed to accommodate disabled access.	✓
<i>Fencing</i>		
i. <i>Any fencing to the primary or secondary street(s) frontage must be restricted to residential uses only.</i>	Fencing to Kalli Street is visually permeable. Fencing to Nallan Lane is not visually permeable as this is not a primary or secondary street.	✓
ii. <i>Where street frontage fencing is employed, it must be no more than 1.8m high and must be at least 50% visually permeable from 0.9m above the ground level of the adjacent street with solid portions of fencing consisting of masonry construction.</i>	Fencing is required as follows: <u>Southern edge of outdoor play:</u> 2.1 metre high vertical lapped timber and Perspex fence with 1.5 metre long angled overhang along the western edge of the outdoor play area (top edge 2.5 metres above outdoor play area). <u>Western edge of outdoor play:</u> 2.1 metre high vertical lapped timber fence with 1.0 metre long angled overhang along the southern boundary. This fencing is to Nallan Lane which is not considered a street in the context of this development. The acoustic mitigation measures outlined in Appendix 4 demonstrate the need for acoustic fencing to the western and southern boundaries which exceed the 1.8m requirement.	Discretion required
iii. <i>Colourbond fencing is not permitted within any street setback area.</i>	No Colourbond fencing is proposed.	✓
<i>Minimum building heights</i>		
<i>Sites developed exclusively for commercial uses are permitted as single storey but with a minimum parapet height of 5.5m or a minimum eaves height of 4.5m where a pitched roof is utilised.</i>	As outlined in section 1.2 of this report, preliminary engagement with the City confirmed single storey development of the subject site is permitted. The building achieves a parapet height of 7m at the northern corner, which is equivalent to two storeys. The pitched roof ranges in height between 4.2m to 6m and supports the architectural expression proposed as part of this development.	Discretion required

As outlined above, the proposed development is generally consistent with the relevant standards of the NCDAP.

The NCDAP includes an indicative development plan for the neighbourhood centre – see **Figure 4** below. The indicative development plan designates the subject site for higher-density residential development, with Lot 716 Aurea Boulevard to the north of the subject site designated for child care.



Figure 4 – Indicative Development Plan for Golden Bay Neighbourhood Activity Centre Detailed Area Plan.

It is noted in the indicative development plan that the annotation of specific uses in the plan is to illustrate potential outcomes and does not constitute a requirement for specific land uses in specific locations. Further, preliminary engagement with the City indicated their support for the development of a child care centre on the subject site (refer section 1.2 of this report).

4.5 Local Planning Policies

4.5.1 Local Planning Policy 3.3.5 – Child Care Premises

The City's Local Planning Policy 3.3.5 - Child Care Premises (**LPP3.3.5**) sets out the objectives and policy provisions to which the City will have due regard when assessing planning applications seeking approval for child care centres.

Importantly, the policy acknowledges there is growing demand for childcare facilities in all parts of the City, and this demand is expected to continue given the current and expected urban development being experienced. Noting Golden Bay is currently undergoing substantial residential subdivision and development, the proposed development is entirely consistent with this policy position.

Refer to **Table 4** for an assessment against the relevant policy provisions of LPP3.3.5.

Table 4 – Assessment against the Child Care Premises Policy.

Policy provision	Provided	Complies
4.1 Location of childcare premises		
(a) <i>Distributed strategically to provide the maximum benefit to the community it serves</i>	<p>The proposed child care facility is sufficiently separated from other centres, with the closest centre being Great Beginnings Secret Harbour, located approximately 1.2km from the site. We note that Kalli Kids Family day care service on Kalli Street is inherently different to a child care centre.</p> <p>It is noted that the proposed development is located 100m from Warnbro Sound Avenue, which is a key arterial road, ensuring the site is highly accessible from the local catchment area.</p>	✓
(b) <i>Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities</i>	<p>The proposed development is located 100m north of the Golden Bay Primary School.</p> <p>There are benefits/synergies associated with the co-location of community services, with the subject site in proximity to existing schools and other community uses such as the Golden Bay Baptist Church and the Secret Harbour Dockers Sporting Association.</p> <p>Shopping/retail facilities are located 800m south west of the site.</p>	✓
(c) <i>Located in areas where adjoining uses are compatible with a Child Care Premises (includes considering all permissible uses under the zoning of adjoining properties)</i>	Residential dwellings are located west of the subject site, across Nallan Lane. Child care centres are commonly developed within or adjacent to residential areas. The Commercial zoned lot across Aurea Boulevard to the north is considered acceptable in the context of the site. The proposed fencing will ensure any potential impacts are avoided.	✓
(d) <i>Serviced by public transport (where available)</i>	The nearest bus stop is located on Warnbro Sound Avenue, which is approximately 230m north east of the subject site by foot.	✓
(e) <i>Considered suitable from a traffic engineering/safety point of view</i>	The Transport Impact Statement contained in Appendix 3 confirms the proposal is suitable from a traffic engineering / safety point of view.	✓
(f) <i>Of sufficient size and dimension to accommodate the development without affecting the amenity of the area</i>	The subject site totals 2,251m ² , and the DA drawings demonstrate that the proposed child care facility comfortably fits within this area.	✓
4.2 Site characteristics		
<i>As a general rule, sites in a residential area should be of regular shape and greater than 1,000m² in size. A maximum site coverage of 50% will apply to any proposal to prevent the over-development of any lot.</i>	The subject site is 2,251m ² in size, and the proposed site cover of the child care building is 774m ² , equating to approximately 34% of the site area.	✓
<i>The topography of the site should be considered, as steep slopes may affect access to the facility, noise transfer and methods of noise mitigation.</i>	The development site is flat.	✓

Policy provision	Provided	Complies
<i>Sites selected for child care premises should also be assessed to determine their potential for soil and groundwater contamination. Section 6 of the Department of Environment and Conservations 'Contaminated Sites and the Land Use Planning Process' (April 2006) guideline sets out a useful methodology to assist local governments in carrying out such assessments.</i>	The subject site is not identified as a contaminated site on the Department of Water and Environmental Regulation Contaminated Sites database.	✓
4.3 Car parking		
<i>Parking is to be provided in accordance with LPS2 requirements.</i>	<p>A total of 27 car parking bays are provided on site (comprising 18 staff bays and 9 visitor bays) in lieu of the required 31 bays.</p> <p>Refer to the justification provided in section 4.2.4 above. The 4-bay 'on paper' shortfall is considered acceptable and will not adversely impact upon the functionality or operation of the proposed development or negative impacts on the amenity of surrounding properties.</p>	Discretion required
<i>Parking areas should be provided in front of the building. If this is not possible, parking areas should be clearly visible and easily accessible from the entry to the site.</i>	Parking has been located at the rear of the building with access from Nallan Lane to ensure the development requirements of the Golden Bay Neighbourhood Activity Centre Detailed Area Plan are met by the development. The parking area is clearly visible and accessible off Nallan Lane.	✓
<i>In addition, landscaping may be required on-site to screen car parking areas from the street and the child care premises from adjoining residences in order to maintain the amenity of the locality.</i>	<p>A total landscaping area of 837m² is provided, comprising:</p> <ul style="list-style-type: none"> • 120m² of general landscaping; and • 717m² of external play space. <p>This equates to 37% of the subject site as landscaping.</p> <p>Ten 'Casuarina Obesa' (Swamp Sheoak) trees are proposed adjacent to the car parking bays and within landscaped areas in the south eastern and north western aspects of the site. These trees are suitable for the coastal context of the site and existing trees in the locality.</p> <p>The outdoor play area and general landscaped areas will be subject to further detailed design as an appropriately worded condition of development approval.</p>	✓
4.4 Traffic impacts		
<i>A traffic impact statement/assessment will be required where, in the opinion of the Manager, Statutory Planning, a proposed Child Care Premises has the potential to impact on the functionality and amenity of an area and may create or exacerbate unsafe conditions for children and families using the premises, or for pedestrians or road users</i>	A Transport Impact Statement has been prepared in support of the proposal and is included at Appendix 3 .	✓

Policy provision	Provided	Complies
4.5 Noise impacts		
<i>A noise impact assessment may be required for the development of a Child Care Premises. The objectives should be to limit the noise impact of the Child Care Premises on adjacent properties, and also limit any noise impact from external sources on the Child Care Premises. This may be achieved either by physical separation, design and layout of the premises or by implementing noise mitigation measures, such as acoustic treatments to buildings.</i>	<p>An Environmental Noise Assessment has been prepared demonstrating the proposal will comply with the <i>Environmental Protection (Noise) Regulations 1997</i>, contained in Appendix 4.</p> <p>The proposed child care centre has been designed to ensure minimal impact on the surrounding residential properties and compliance with the Noise Regulations.</p> <p>The proposed fencing is also consistent with the acoustic recommendations for the purpose of mitigating potential noise impacts.</p>	✓
4.6 Design considerations		
<i>The appearance of a Child Care Premises must be consistent with the scale and character of the locality. In this regard, where the development is located in a residential area, the built-form should lend itself to domestic (residential) architecture.</i>	<p>The proposed development has been designed to orient towards the Golden Bay neighbourhood centre and presents active frontages to Aurea Boulevard and Thundelarra Drive. The scale and character of the development is appropriate for its future commercial context.</p>	✓
<i>Setbacks to side and rear boundaries and the orientation of openings to indoor play areas should minimise any impact on adjoining properties.</i>	<p>The building's external appearance incorporates a range of architectural design features sympathetic to the established and intended character of the locality.</p> <p>Setbacks are compliant with the requirements of the NCDAP.</p>	✓
<i>Outdoor play areas are to be located so as to limit their impact on the amenity of adjoining properties, whilst taking advantage of a passive solar orientation wherever possible. Measures should be taken to ensure that play areas are large enough and of such dimensions to be useful as play areas, and side setback and leftover building areas are not desirable for the purpose.</i>	<p>The outdoor play area is suitably located to the western side of the child care building, where access to ventilation (south-westerly breezes) is provided for a high level of amenity. Access to northern sun during winter months is facilitated by the general north-south orientation.</p> <p>The child care centre does not adjoin any residential properties. The outdoor play area is of an appropriate size and will be landscaped to maximum the use and function for children.</p>	✓
<i>Where a play area is located in the front setback area, fencing of the area should be of predominantly open construction to provide a safe playing area without closing the site in, casting shadows on the play area, or adversely affecting the residential streetscape.</i>	<p>The fence to the outdoor play space along the western portion of the southern boundary is permeable, providing an optimal outcome for the users of the outdoor area and to the Kalli Street streetscape.</p>	✓
<i>Landscaping will be required along the frontage of the development to a standard equal to that required or provided for on adjacent properties. Landscaping should not include potentially hazardous heights and potentially toxic plants.</i>	<p>Suitable landscaping provision is provided as part of this development, including along street frontages, as described in section 3.2 of this report.</p>	✓
4.7 Hours of operation		
<i>For Child Care Premises in Residential areas, hours of operation will be restricted to 7.00am to 7.00pm, unless otherwise agreed to by the Council.</i>	<p>The centre is proposed to operate from 0630 – 1830. An acoustic assessment has been prepared demonstrating compliance with the Noise Regulations on this basis (subject to measures).</p>	Discretion required

Having regard to **Table 4**, the proposed development is largely consistent with the LPP3.3.5 and warrants approval accordingly.

4.5.2 Local Planning Policy 3.3.1 Control of Advertisements

The City's Local Planning Policy – Control of Advertisements (**LPP3.3.1**) sets out the standards for signage proposed within the scheme area. The proposed childcare centre includes three wall signs on the building facades fronting Aurea Boulevard, Thundelarra Drive and Kalli Street. Refer to **Table 5** for an assessment against the relevant policy provisions of LPP3.3.1.

Table 5 – Assessment against LPP3.3.1

Signage Policy provision	Provided	Complies
4.3.1 Signs on Buildings		
<i>Unless otherwise determined by the Manager, Statutory Planning, the advertiser shall submit a Sign Strategy demonstrating compliance with the objectives of this Planning Policy, prior to the placement of any advertisement on a building or structure.</i>	The objectives of LPP3.3.1 are addressed below.	N/A
3. Policy Objectives		
<i>(a) Ensure that advertisements are appropriate for their location;</i>	The proposed signs are appropriately located on the development to ensure a satisfactory level of commercial exposure.	✓
<i>(b) Minimise the proliferation of advertisements;</i>	The 3 wall signs do not result in any proliferation of signage, with the signs located on separate façades. The signs are required for the appropriate exposure, identification of the site and service offered on site.	✓
<i>(c) Ensure that advertisements do not adversely impact on traffic circulation and management, or pedestrian safety;</i>	The proposed signs will not result in any adverse impacts to motorists or pedestrians.	✓
<i>(d) Protect the amenity of residential areas, townscape areas and areas of environmental significance;</i>	Signage is an important aspect of any commercial business or institution. The proposed signs are of an appropriate scale and will not adversely impact the residential context of the locality. No signs are proposed on the western façade facing towards the residential dwellings.	✓
<i>(e) Protect the significance of heritage places or buildings;</i>	Not Applicable – the subject site is not of heritage significance.	N/A
<i>(f) Ensure that advertisements are constructed with quality materials;</i>	Signage will be constructed to a high standard, of appropriate materials and in accordance with Australian Standards.	✓
<i>(g) Encourage advertisements located within the Rural or Special Rural Zone or in areas of environmental significance to be sympathetic with the natural environment in terms of materials and colours;</i>	Not applicable – the proposed development is not within the Rural or Special Rural zone, or an area of environmental significance.	N/A
<i>(h) Ensure advertisements are generally erected on land where the advertised business, sale of goods or service is being carried out; and</i>	All signage relates to the child care centre, its identification and services provided therein only.	✓
<i>(i) Ensure that advertisements are maintained to a high standard.</i>	Signage will be maintained to ensure a high level of amenity and presentation to the locality.	✓

Having regard to **Table 5** above, the proposed signage meets the objectives of the signs policy and is warrants approval accordingly.

5 Conclusion

This application seeks approval for the development of a single storey childcare premises as well as associated parking, access, landscaping and signage. The development is suitably located within the Golden Bay neighbourhood centre and will provide an essential service to the community.

The development has been designed in a manner that responds appropriately to the surrounding residential and commercial context of the area, with an overall bulk, scale and material palette integrating the development into its setting.

The development appropriately responds to all relevant aspects of the planning framework and has been demonstrated to be satisfactory from a traffic and acoustic perspective. Having regard to the above, the proposal clearly demonstrates the suitability of the proposed childcare premises on the subject site.

We respectfully request the Application for Development Approval is approved by the Metro Outer Joint Development Assessment Panel (**JDAP**) accordingly.



Appendix 1

Certificate of Title and Deposited Plan

WESTERN



AUSTRALIA

REGISTER NUMBER 263/DP401256	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2884FOLIO
468

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.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 263 ON DEPOSITED PLAN 401256

REGISTERED PROPRIETOR:
 (FIRST SCHEDULE)

HOUSING AUTHORITY OF 99 PLAIN STREET, EAST PERTH

IN 1/2 SHARE

PEET GOLDEN BAY PTY LTD OF LEVEL 7, 200 ST GEORGES TERRACE, PERTH

IN 1/2 SHARE

AS TENANTS IN COMMON

(AF N029948) REGISTERED 10/9/2015

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

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.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 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.

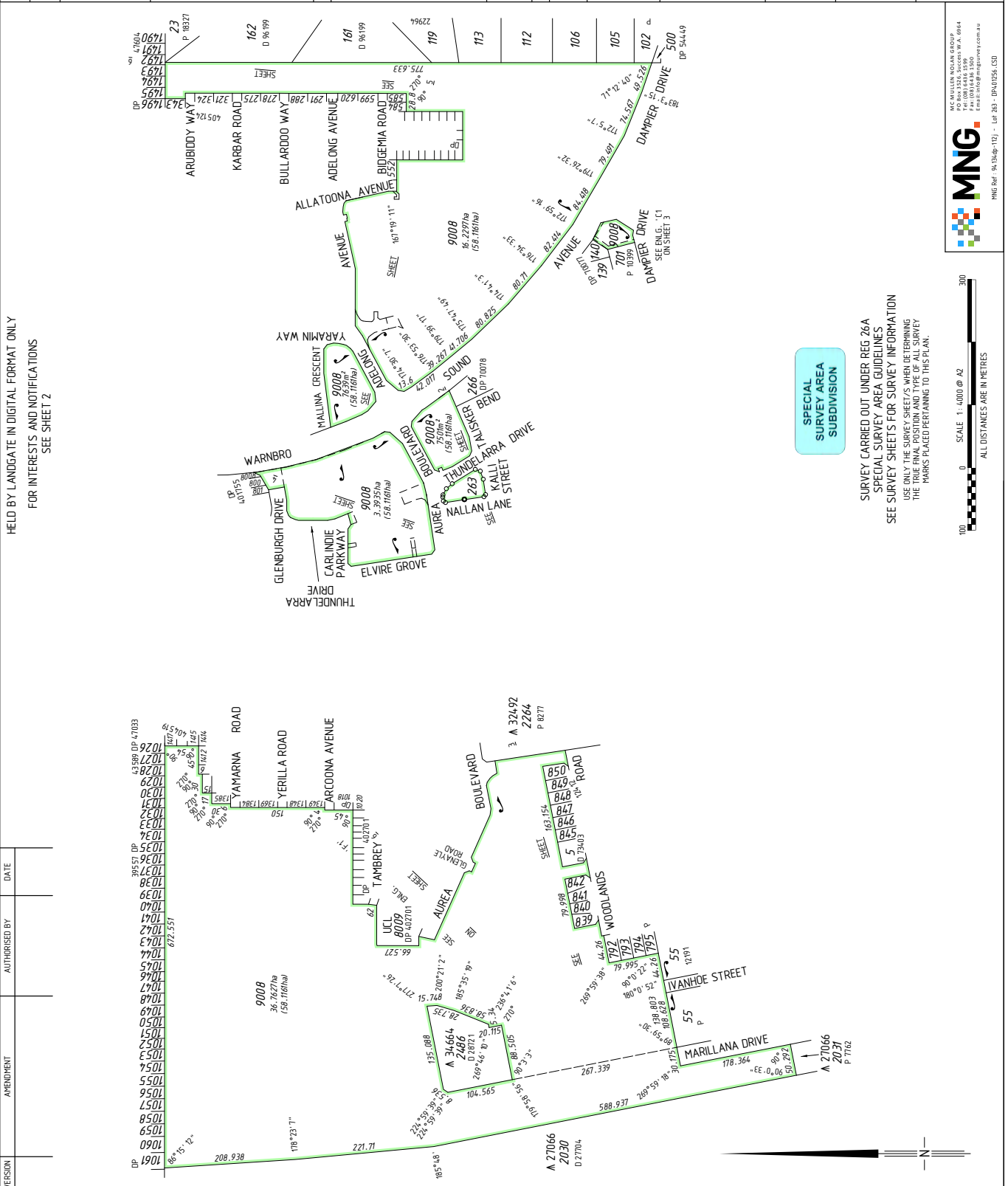
SKETCH OF LAND:	DP401256
PREVIOUS TITLE:	2884-467
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM
RESPONSIBLE AGENCY:	DEPARTMENT OF COMMUNITIES (SSHC) AS TO SHARE ONLY

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING M834524

MNG
MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 3599
Fax: (03) 6436 3500
Email: info@mngsurvey.com.au
MNG Ref: 94/34dp-112j - Lot 263 - DP40256.CSD

**SPECIAL
SURVEY AREA
SUBDIVISION**

SEE SURVEY SHEETS FOR SURVEY INFORMATION
USE ONLY THE SURVEY SHEET/S WHEN DETERMINING
THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.



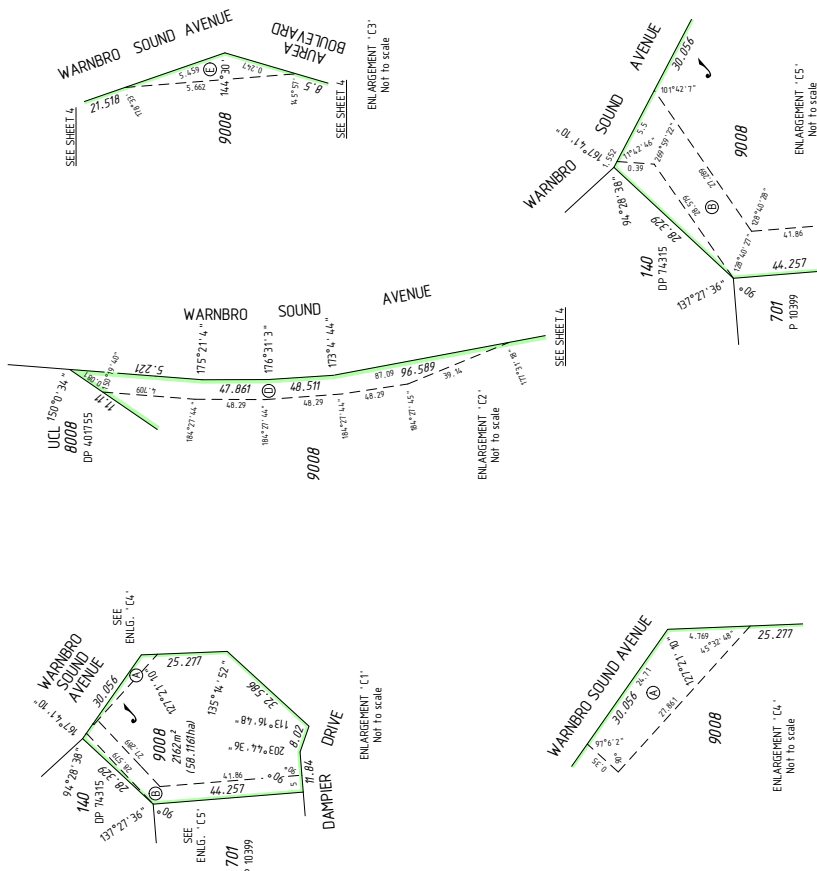
FOR HEADING SEE SHEET 1

**SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES**

SEE SURVEY SHEETS FOR SURVEY INFORMATION
SPECIAL SURVEY AREA GUIDELINES
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THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.

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FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS
SEE SHEET 2



SURVEY CARRIED OUT UNDER REG 26-A
SPECIAL SURVEY AREA GUIDELINES
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USE ONLY THE SURVEY SHEET/S WHEN DETERMINING
THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.



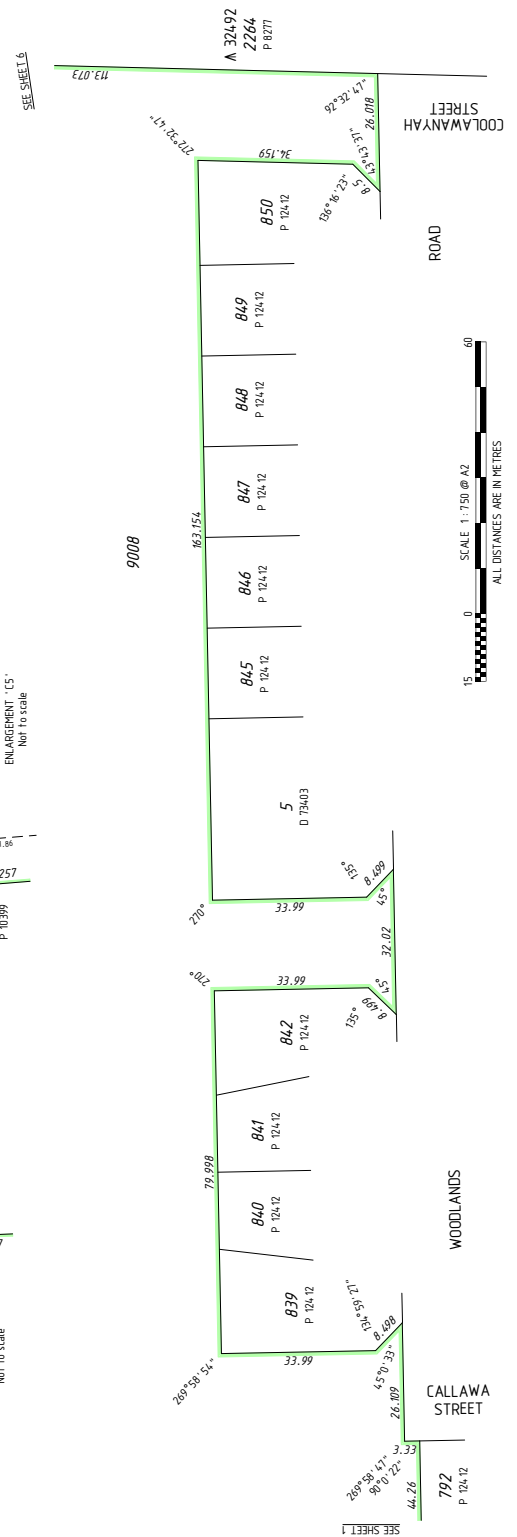
MNG Ref - 94.134dp-1121 - Lot 263 - DP401256 L5D

DATE
2015.06.15 13:58:40+0800

LICENSED SURVEYOR



DEPOSITED PLAN
401256
SHEET 03 OF 06 SHEETS
VERSION 1



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 Daniel T Grogan
 2015-05-15 12:59:45 -0800

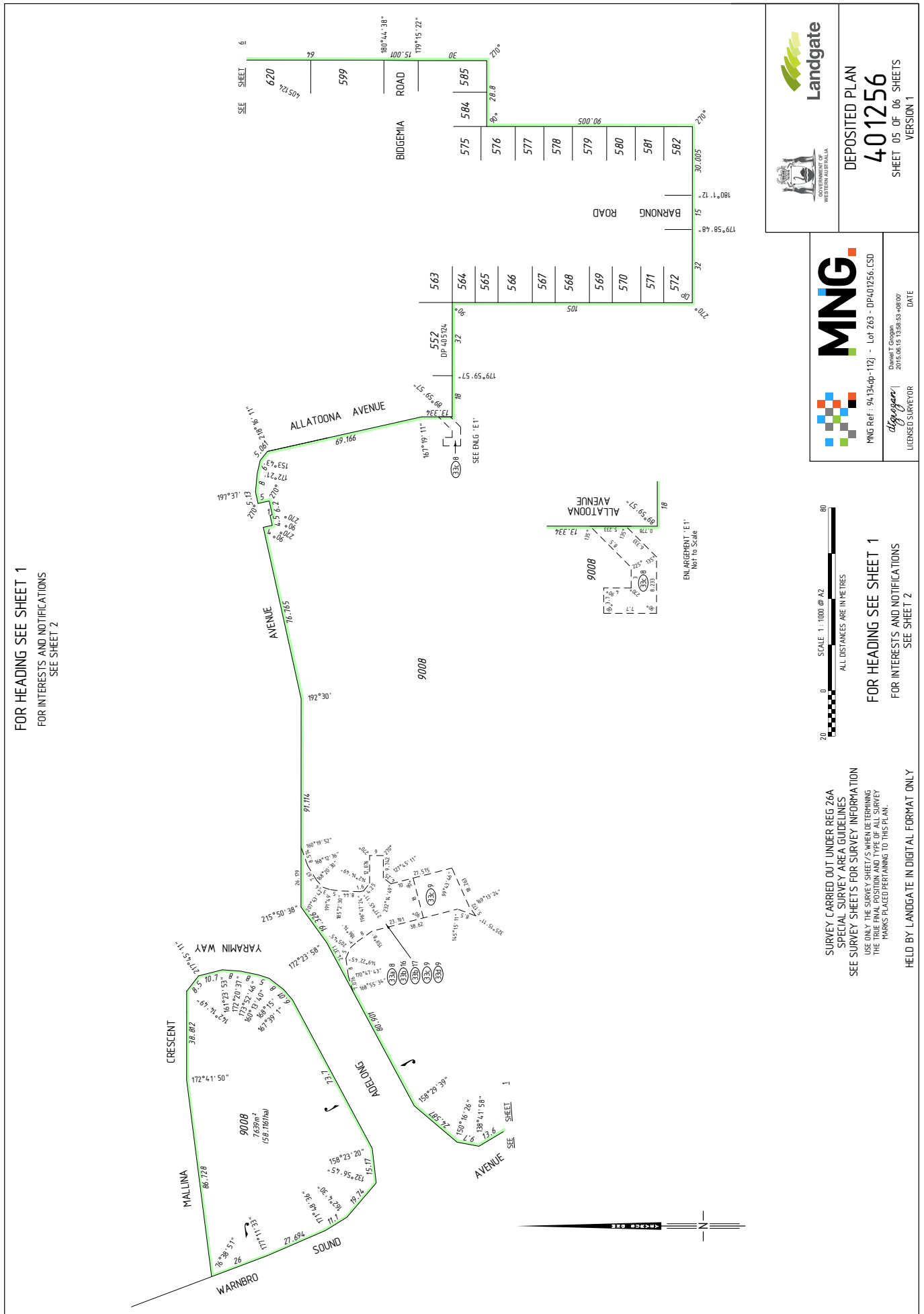


VERSION 1

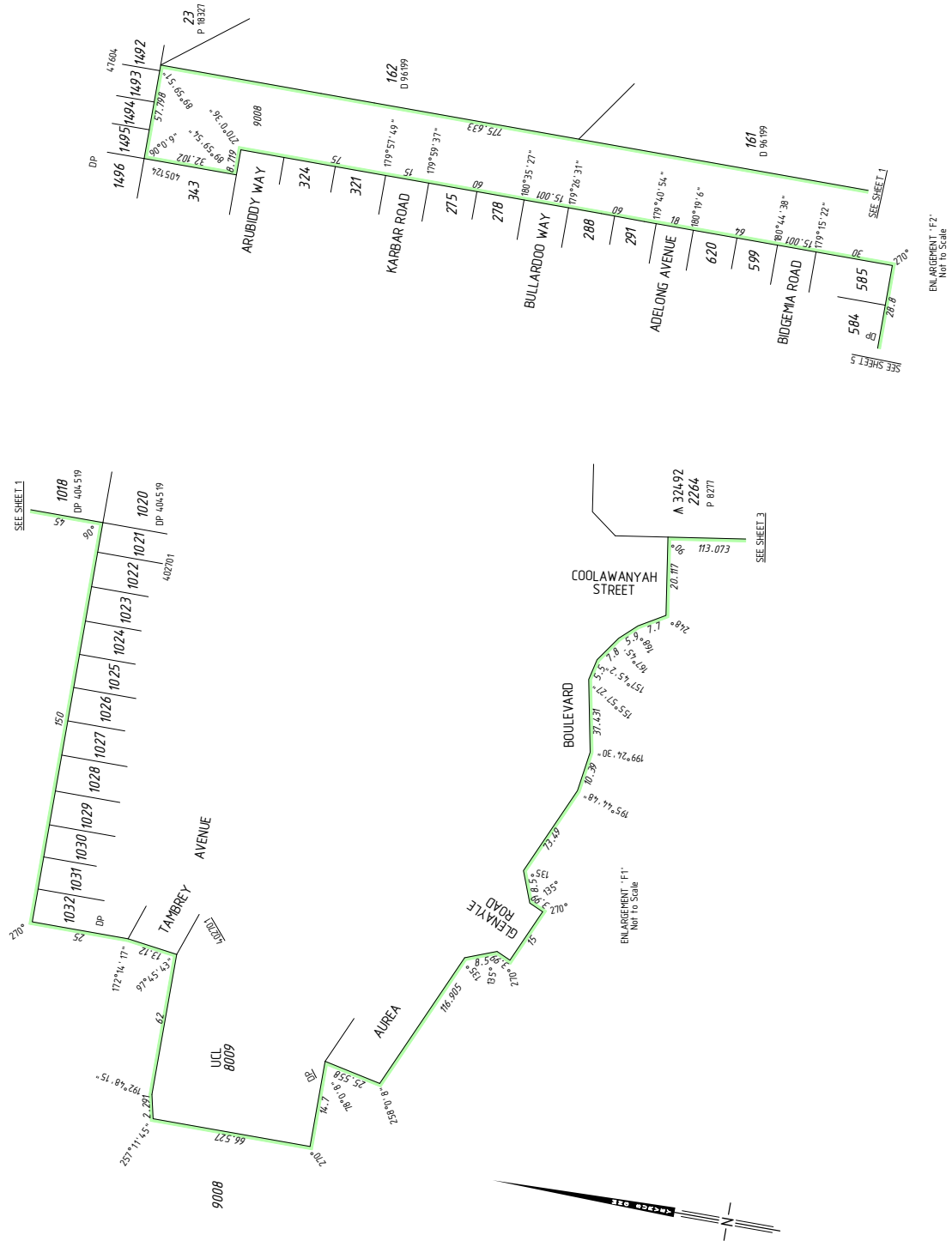
10 0 50
SCALE 1:600 @ A2
ALL DISTANCES ARE IN METRES



Landgate



FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS
SEE SHEET 2



SURVEY CARRIED OUT UNDER REG 26A
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USE ONLY THE SURVEY SHEET/S WHEN DETERMINING
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MARKS PLACED PERTAINING TO THIS PLAN.



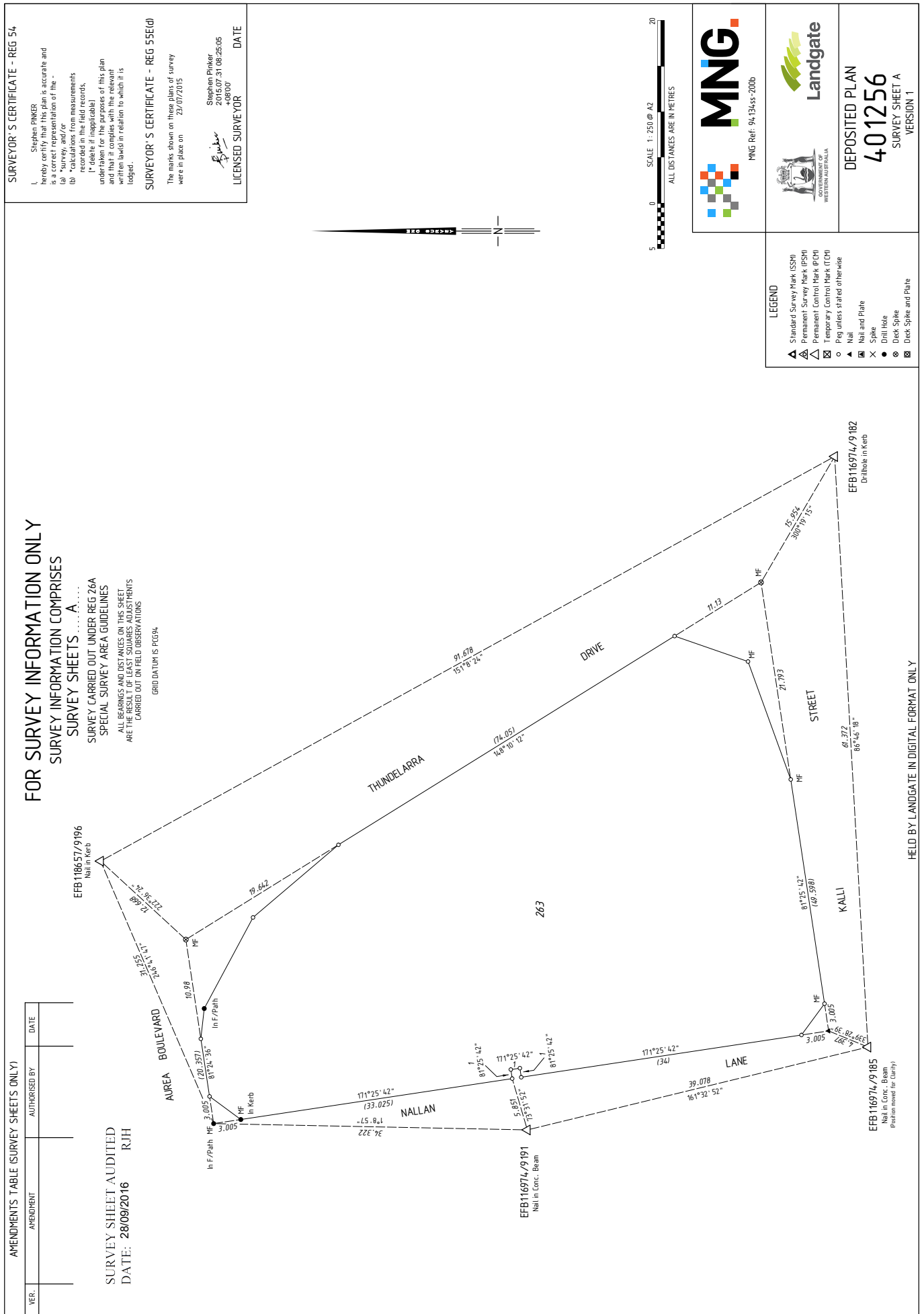
MNG Ref: 94.134dp-102 - Lot 263 - DP401256 CSD

Daniel T. Grogan
2015.06.15 13:58:59 +0800
DATE
LICENSED SURVEYOR



DEPOSITED PLAN
401256
SHEET 06 OF 06 SHEETS
VERSION 1

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Appendix 4

Environmental Noise Assessment



Lloyd George Acoustics

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Childcare Noise Assessment

Lot 263 Thundelarra Drive, Golden Bay

Reference: 20085677-01.docx

Prepared for:
Accord Property

Report: 20085677-01.docx

Lloyd George Acoustics Pty Ltd

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date:	Rev	Description	Prepared By	Verified
25-Sept-20	0	Issued to Client	Olivier Mallié	Terry George

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B	Terminology

1 INTRODUCTION

It is proposed to develop the land located at Lot 263 Thundelarra Drive in Golden Bay (refer *Figure 1-1*) into a childcare centre. The proposed childcare centre will consist of the following:

- One childcare building capable of accommodating up to 100 children, grouped as follows:
 - Activity 1 and 2, 0-24 months, 12 and 8 children in each group respectively,
 - Activity 3 and 4, 2 to 3 years old, 15 children in each group,
 - Activity 5 and 6, 3 years or over, 20 and 30 children in each group respectively, and
- One main outdoor play area located to the west of the childcare building,
- Amenities and associated mechanical plant such as:
 - kitchen with range-hood and exhaust fan assumed to be located on the roof above,
 - Various exhaust fans (toilets, laundry, nappy room) assumed to be located on the roof above, and
 - AC plant assumed to be located on the roof.
- Car parking with 27 bays on the west side of the building with access from Nallan Lane.

This report presents the assessment of the noise emissions from child play, car doors closing in the car park and mechanical plant associated with the childcare centre against the *Environmental Protection (Noise) Regulations 1997* (the Regulations) based on the development drawings shown in *Appendix A*.

The proposed hours of operation are 6.30am to 6.30pm Monday to Friday. Therefore, it is expected for staff and parents to arrive and park before 7.00am, which is during the night-time period of the Regulations. However, it is noted that outdoor child play would not occur prior to 7.00am.

Appendix B contains a description of some of the terminology used throughout this report.

1.1 Surrounding Land Uses

The site is located in an urban development area with some surrounding land yet to be developed.

The site of the proposed childcare centre is zoned commercial.

To the west and south of the site, the land is mostly zoned residential with most lots already developed into single storey housing.

To the east and north of the site, land is zoned either residential or commercial, with half of the lot directly across from Thundelarra Drive zoned R60 and a commercial centre development being built on Lot 622 (#2) Aurea Boulevard.



Figure 1-1 Project Locality

2 CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

Regulation 7 defines the prescribed standard for noise emissions as follows:

“7. (1) Noise emitted from any premises or public place when received at other premises –

- (a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and
- (b) Must be free of –
 - i. tonality;
 - ii. impulsiveness; and
 - iii. modulation,

when assessed under regulation 9”

A “...noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level...”

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

- (a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and
- (b) The noise emission complies with the standard prescribed under regulation 7 after the adjustments of *Table 2-1* are made to the noise emission as measured at the point of reception.

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Note: The above are cumulative to a maximum of 15dB.

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown in *Table 2-2*.

Table 2-2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —
- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
 - (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor, applicable at the noise sensitive premises has been calculated as 1 dB, as shown in *Table 2-3* and based on the land uses from the City of Rockingham LPS No. 2, as shown on *Figure 2-1*. Based on Mainroads WA traffic count at the intersection of Aurea Boulevard and Warnbro Sound Avenue (LM01072, February 2020), Warnbro Sound Avenue carries less than 15,000 vehicles per day and Aurea Boulevard carries less than 6,000 vehicles. Therefore, the transport factor has been calculated as 0 dB.

Table 2-3 Influencing Factor Calculation

Description	Within 100 metre Radius	Within 450 metre Radius	Total
Industrial Land	0 %	0 %	0 dB
Commercial Land	15 %	3 %	0.9 dB
Transport Factor			0 dB
Total			1 dB

Table 2-4 shows the assigned noise levels including the influencing factor and transport factor at the receiving locations.

Table 2-4 Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	46	56	66
	0900 to 1900 hours Sunday and public holidays (Sunday)	41	51	66
	1900 to 2200 hours all days (Evening)	41	51	56
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	36	46	56

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —
- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
 - (b) any other part of the premises within 15 metres of that building or that part of the building.

It must be noted the assigned noise levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

It is noted the assigned noise levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as *a period of time of not less than 15 minutes, and not exceeding 4 hours*, which is determined by an *inspector or authorised person* to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission. An *inspector or authorised person* is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Environment Regulation. Acoustic consultants or other environmental consultants are not appointed as an *inspector or authorised person*. Therefore, whilst this assessment is based on a 4 hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

Proposed Childcare Centre - Land Use Map
Lot 263 Thundelarra Drive, Golden Bay

Figure 2-1



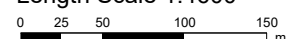
Signs and symbols

- IF Circles
- Commercial Land Use

23-September-2020



Length Scale 1:4600



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3 METHODOLOGY

Computer modelling has been used to predict noise levels at each nearby receiver. The software used was *SoundPLAN 8.2* with the ISO 9613 (ISO 17534-3 improved method) algorithms selected. These algorithms have been selected as they include the influence of wind. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1 Meteorological Information

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1 Modelling Meteorological Conditions

Parameter	Night (1900-0700)	Day (0700-1900)
Temperature (°C)	15	20
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* Note that the modelling package used allows for all wind directions to be modelled simultaneously.

It is generally considered that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

3.2 Buildings, Fences and Receivers

Surrounding existing buildings were included in the noise model, as these can provide noise shielding as well as reflection paths.

The childcare centre building was modelled at 4 metres high. Existing houses in the vicinity are single storey and were modelled at 3.5 metre high, with a receiver at 1.5 metres above ground level. Future houses at #17 to #21 Aurea Boulevard were also assumed to be single storey.

Across Thundelarra Drive, land is zoned R60, therefore was assumed to be developed into multi-storey residential apartments up to 2-storey high for the purpose of this assessment.

A timber paling fence 1.8 metres high is proposed around the outdoor play area. Sheet metal (e.g. *Colorbond*) fencing 1.8 metres high, installed on top of a small retaining wall is noted along the east boundary of #10 Kalli Street. This was modelled as 1.6 metres to account for noise leakage through the fence. It is noted that no fencing is providing along the east boundary of #17 Aurea Boulevard.

Other fencing includes of tubular metal fencing on the street frontage of Kalli Street, therefore was taken to have no acoustic benefits.

3.3 Topographical Data

Topographical information was based on data publicly available (e.g. *Google*) in the form of spot heights.

It is noted the topography is generally flat, with no significant differences in elevation between the childcare development and surrounding premises.

3.4 Ground Absorption

Ground absorption varies from a value of 0 to 1, with 0 being for an acoustically reflective ground (e.g. asphalt, concrete) and 1 for acoustically absorbent ground (e.g. grass/sand). In this instance, a value of 1 has been used for the outdoor play areas and any grassed areas, and 0 for the surroundings including roads, pavement, driveways, etc.

3.5 Source Sound Levels

The sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2 Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Child Play, babies (20 kids), L ₁₀	46	55	65	72	78	77	70	62	82
Child Play 2-3 years old (15 kids), L ₁₀	49	58	68	75	81	80	73	65	85
Child Play 3 years old or over (20 kids), L ₁₀	54	63	73	80	86	85	78	70	90
Child Play 3 years old or over (30 kids), L ₁₀	56	65	75	82	88	87	80	72	92
AC plant, each, L ₁₀	88	85	80	76	71	68	61	56	78
Toilet / Laundry / Change Exhaust Fan, L ₁₀	60	65	62	63	60	61	56	53	67
Kitchen exhaust fan, L ₁₀	50	64	62	70	69	66	62	50	73
Closing Car Door, L _{max}	71	74	77	81	80	78	72	61	84

The following is noted in relation to the source levels in *Table 3-2*:

- Child Play source levels represent the group of children playing outside at the same time. It is noted that based on observations and measurements, the noise levels tend to increase with the children's age and therefore Kindy children (3 years and above) were considered noisier than Pre-Kindy children (2-3 years). Outdoor child play was modelled as area sources at various heights to account for the slight difference in height between age groups as follows:
 - 3 years and above - 1.0 metre above ground plane;
 - 2-3 years old - 0.9 metre above ground plane; and
 - Babies - 0.8 metres above ground plane.
- Based on similar projects, three AC units were assumed to be required for the various spaces. Each was modelled as a point source located 1.5 metre above roof level.
- Other mechanical plant was assumed of including six exhaust fans (toilet, laundry, change room) and one kitchen exhaust fan/rangehood fan. All were modelled as point sources 0.5 metre above roof level, and above the area serviced.
- Car doors closing were modelled as a point source 1.0 metre above ground level and in the middle of the car bay. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable but can occur prior to 7.00am.

Combining all of the above results in the 3-dimentional noise model shown in *Figure 3-1*.

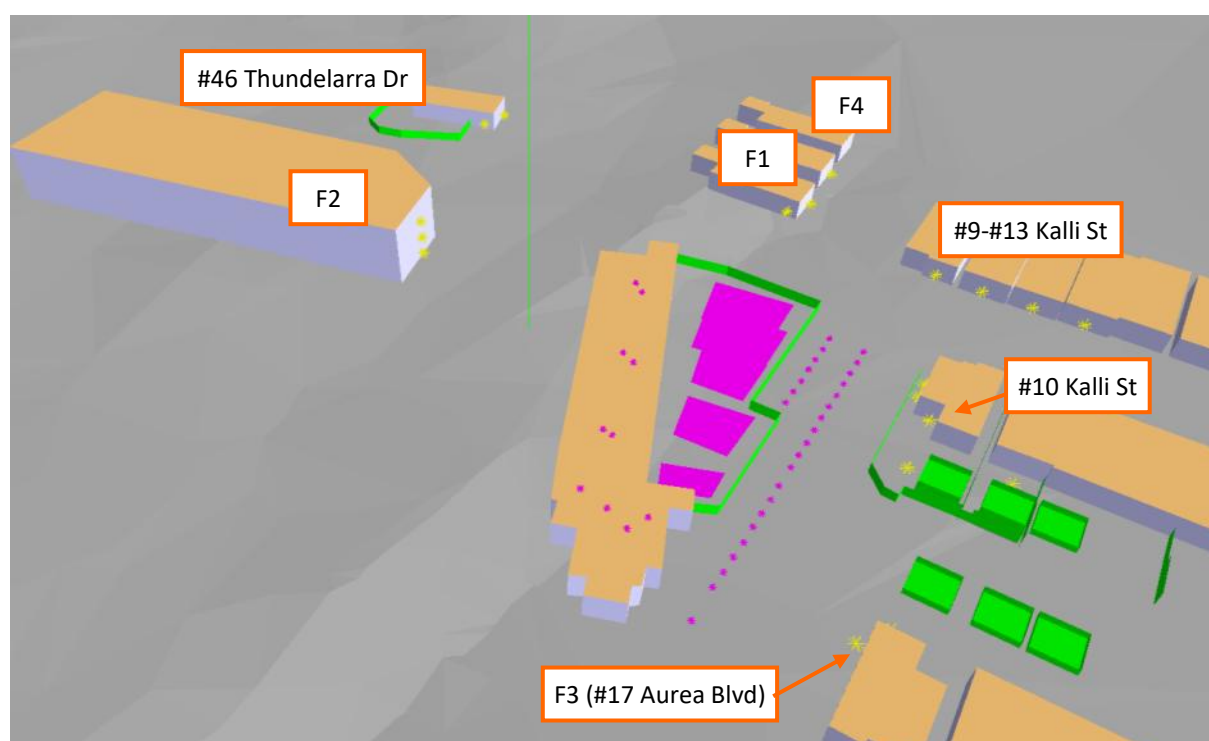


Figure 3-1 Noise Model 3D View (north west elevation)

4 RESULTS

4.1 Outdoor Child Play

The childcare development will host up to 100 children and as a worst case scenario, all 100 children were assumed to be playing outside for extended periods of time, as follows:

- 20 children aged 0-24 months (Activity 1 and 2),
- 30 children aged 2-3 years (Activity 3 and 4), and
- 50 children aged 3 years or over (Activity 5 and 6).

The predicted noise levels are summarised in *Table 4-1* and are from child play only i.e. mechanical plant noise is not included (refer *Section 4-3* for details).

Figure 4-1 also shows the predicted noise levels as a noise contour map at ground level.

Table 4-1 Predicted Noise Levels of Child Play, dB LA10

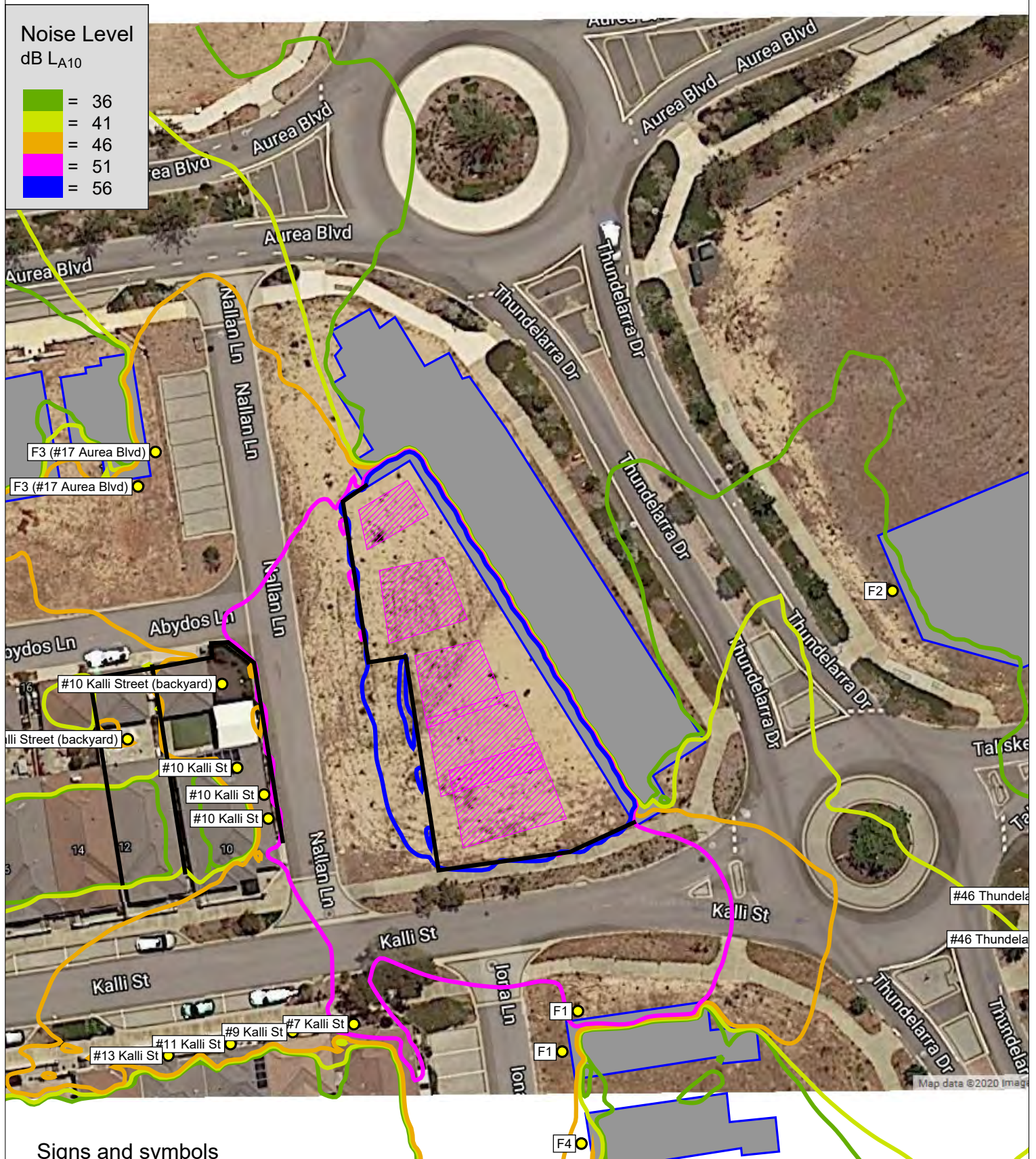
Receiver	Floor	Façade	Predicted Noise Level	Receiver	Floor	Facade	Predicted Noise Level
#7 Kalli St	GF	N	49	F1	GF	W	48
#9 Kalli St	GF	N	48	F1	GF	N	52
#10 Kalli St	GF	E	48	F2	GF	SW	37
#10 Kalli St	GF	E	48	F2	FL 1	SW	41
#10 Kalli St	GF	E	48	F3 (#17 Aurea Blvd)	GF	E	47
#10 Kalli Street (backyard)	GF	-	49	F3 (#17 Aurea Blvd)	GF	S	47
#11 Kalli St	GF	N	47	F4	GF	W	44
#12 Kalli Street (backyard)	GF	-	45				
#13 Kalli St	GF	N	46				
#46 Thundelarra Dr	GF	SW	40				
#46 Thundelarra Dr	GF	NW	40				

From the results it can be seen that #7 and #10 Kalli Street are the most affected existing receivers, while F1 is the most affected future receiver. Given the location and layout of the houses, different age group will affect the receivers.

Figure 4-1

Proposed Childcare Centre - Childplay Noise Levels

Lot 262 Thundelarra Drive, Golden Bay - Facade correction NOT included



23-September-2020

Length Scale 1:600

0 3 6 12 18 m



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4.2 Car Doors Closing

The model includes noise from car doors closing in various parking bays.

Table 4-2 presents the highest predicted noise levels from a car door closing in any bay. Figure 4-2 also shows the predicted noise levels as a noise contour map at ground level (1.5 metres AGL) as well as the bay numbers.

Table 4-2 Predicted Car Doors Closing Noise Levels, dB L_{Amax}

Receiver	Floor	Façade	Predicted Noise Level
#7 Kalli St	GF	N	49
#9 Kalli St	GF	N	49
#10 Kalli St	GF	E	49
#10 Kalli St	GF	E	51
#10 Kalli St	GF	E	51
#10 Kalli Street (backyard)	GF	-	48
#11 Kalli St	GF	N	48
#12 Kalli Street (backyard)	GF	-	42
#13 Kalli St	GF	N	46
#46 Thundelarra Dr	GF	SW	33
#46 Thundelarra Dr	GF	NW	32
F1	GF	W	46
F1	GF	N	46
F2	GF	SW	32
F2	FL 1	SW	37
F3 (#17 Aurea Blvd)	GF	E	53
F3 (#17 Aurea Blvd)	GF	S	51
F4	GF	W	43

From the results it can be seen that #10 Kalli Street is the most affected existing receiver, noting that given the location and layout of the house, not all parking bays will affect this receiver in a similar way i.e. parking Bay 1a, 2a and 3a affects the east façade of the house more than the backyard, while Bay 12 affects the backyard more than the east façade of the house.

Therefore, in addition to the overall results, Table 4-3 presents the noise levels from each parking bay at the various receivers at #10 Kalli Street, to better understand the overall impact from car doors closing to this receiver. It can be seen that, as is expected, the car bays furthest to the north (e.g. ACROD bay or Bay 18-19) result in the lowest noise levels.

Table 4-3 Parking Bay Noise Contribution At #10 Kalli St, dB L_{Amax}

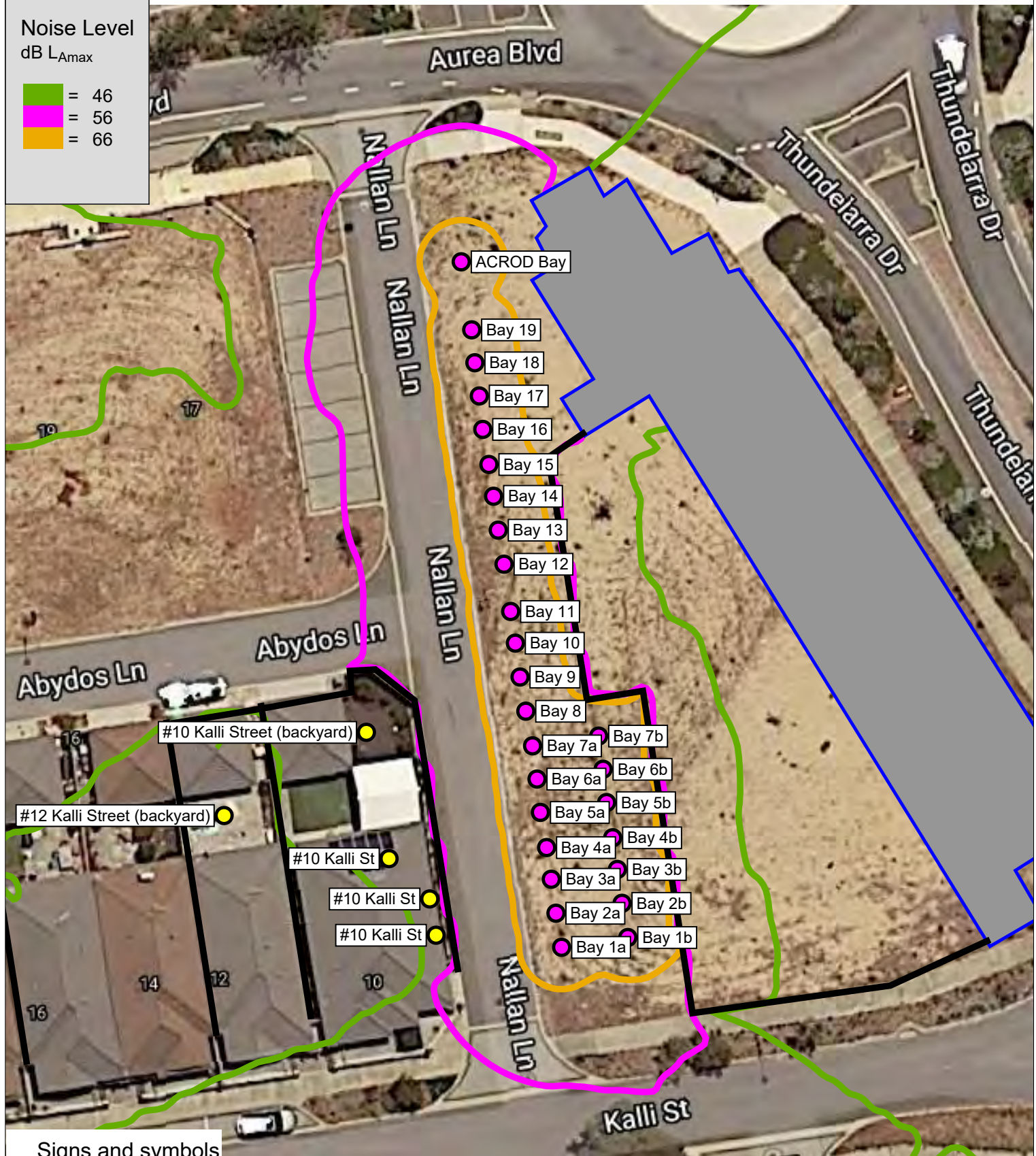
Car Bay	Predicted Noise Level at #10 Kali Street			
	East wall, North	East wall, Mid	East wall	Backyard
ACROD Bay	37	40	40	39
Bay 1a	46	51	50	45
Bay 1b	45	48	48	45
Bay 2a	47	51	51	45
Bay 2b	47	48	48	45
Bay 3a	48	50	51	46
Bay 3b	47	48	48	46
Bay 4a	48	50	50	47
Bay 4b	47	48	48	46
Bay 5a	48	49	50	47
Bay 5b	47	48	48	46
Bay 6a	48	48	49	47
Bay 6b	46	47	47	47
Bay 7a	49	47	47	48
Bay 7b	47	47	47	47
Bay 8	48	46	47	48
Bay 9	48	45	46	49
Bay 10	47	45	45	48
Bay 11	47	43	44	47
Bay 12	46	42	43	46
Bay 13	45	42	42	46
Bay 14	43	41	42	45
Bay 15	42	41	41	43
Bay 16	42	40	41	44
Bay 17	42	40	41	41
Bay 18	40	39	40	42
Bay 19	41	38	39	42

Proposed Childcare Centre - Car Doors Closing Noise Levels
Lot 262 Thundelarra Drive, Golden Bay

Figure 4-2

Noise Level
dB L_{Amax}

	= 46
	= 56
	= 66



Signs and symbols

- Receiver
- Point source
- Wall / Fence
- Building

23-September-2020

Length Scale 1:400



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4.3 Mechanical Plant

Mechanical plant consists of AC plant and extraction fans for the kitchen, laundry and toilets. However, at this stage, mechanical plant has not been designed in detail so that the assessment uses typical plant located on the roof of the building. If architectural louvres are provided around the AC plant, these are not considered to provide significant noise attenuation benefits.

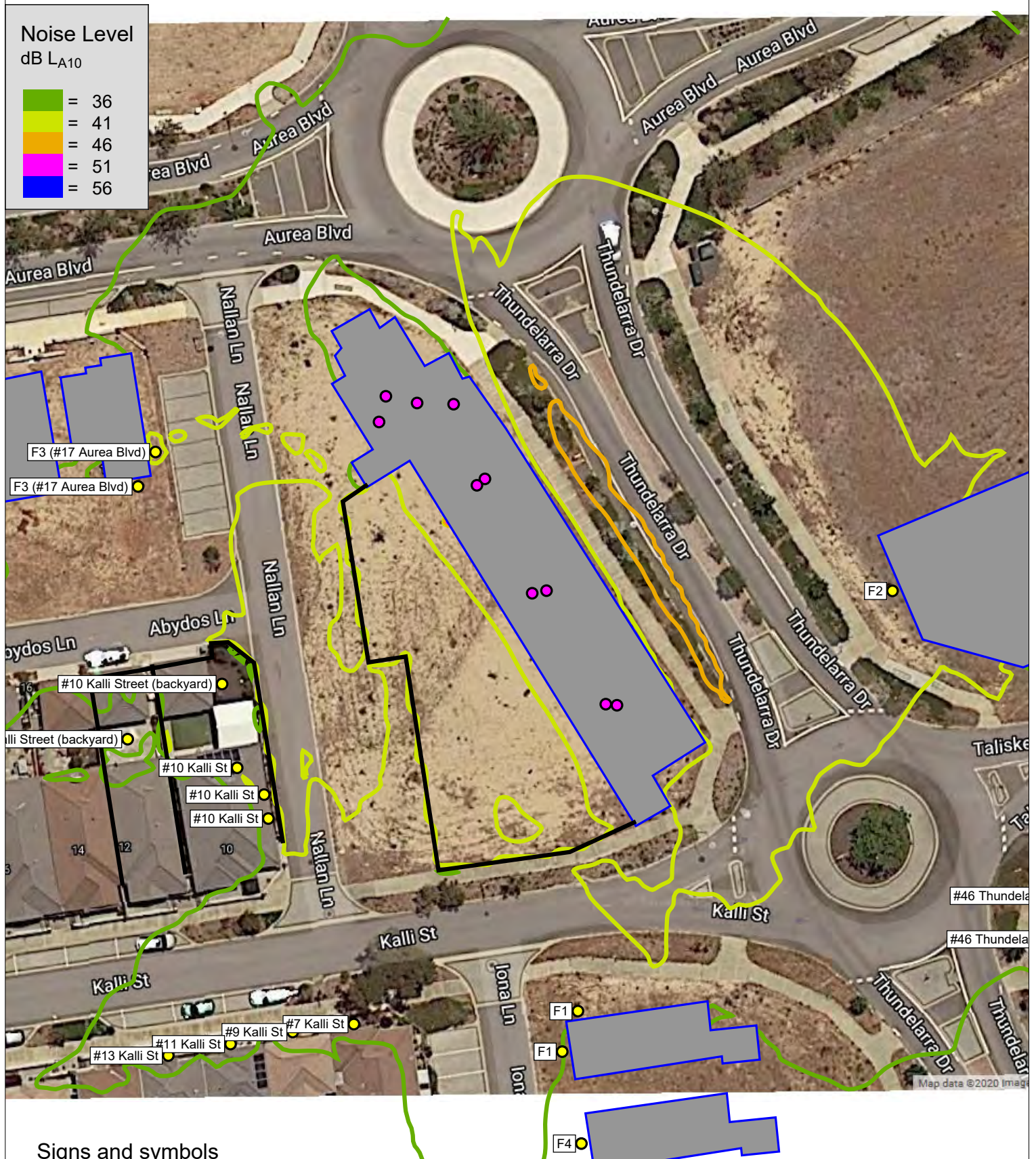
Table 4-4 presents the overall noise levels assuming all plant is operating simultaneously and at full capacity e.g. cold winter day, with the noise contribution from the AC plant alone also provided for reference. Figure 4-3 also shows the predicted overall noise levels at ground level.

Table 4-4 Predicted Noise Levels of Mechanical Plant, dB L_{A10}

Receiver	Floor	Facade	Overall Noise Level	AC Only
#7 Kalli St	GF	N	38	37
#9 Kalli St	GF	N	37	37
#10 Kalli St	GF	E	38	37
#10 Kalli St	GF	E	37	36
#10 Kalli St	GF	E	38	37
#10 Kalli Street (backyard)	GF	-	38	36
#11 Kalli St	GF	N	37	37
#12 Kalli Street (backyard)	GF	-	35	33
#13 Kalli St	GF	N	37	36
#46 Thundelarra Dr	GF	SW	37	36
#46 Thundelarra Dr	GF	NW	37	37
F1	GF	W	34	34
F1	GF	N	39	39
F2	GF	SW	43	42
F2	FL 1	SW	43	43
F3 (#17 Aurea Blvd)	GF	E	39	37
F3 (#17 Aurea Blvd)	GF	S	37	35
F4	GF	W	31	30

Figure 4-3

Proposed Childcare Centre - Mechanical Plant Noise Levels
 Lot 262 Thundelarra Drive, Golden Bay - Facade correction NOT included



23-September-2020

Length Scale 1:600



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4.4 Indoor Child Play

An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1*. This assessment was carried out based on the following considerations:

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group;
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level.

5 ASSESSMENT

5.1 Outdoor Child Play

Outdoor child play is considered to only occur during the daytime, that is from 7.00am only when the highest assigned noise level of 46 dB L_{A10} is applicable. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations, therefore no adjustments are made to the predicted noise levels.

If considering the worst-case scenario where all children are allowed to play outside simultaneously for extended periods of time, the L_{A10} assigned noise level is applicable. *Table 5-1* presents the assessment of child play noise against the daytime assigned noise level.

Table 5-1 Assessment of Predicted Child Play Noise, dB L_{A10}

Receiver	Floor	Façade	Childplay	Assigned Noise Level	Exceedence
<i>Existing Residences</i>					
#7 Kalli St	GF	N	49	46	3
#9 Kalli St	GF	N	48	46	2
#10 Kalli St	GF	E	48	46	2
#10 Kalli St	GF	E	48	46	2
#10 Kalli St	GF	E	48	46	1
#10 Kalli Street (backyard)	GF	-	49	46	3
#11 Kalli St	GF	N	47	46	1
#12 Kalli Street (backyard)	GF	-	45	46	<i>Complies</i>
#13 Kalli St	GF	N	46	46	<i>Complies</i>
#46 Thundelarra Dr	GF	SW	40	46	<i>Complies</i>
#46 Thundelarra Dr	GF	NW	40	46	<i>Complies</i>

Receiver	Floor	Façade	Childplay	Assigned Noise Level	Exceedence
<i>Future Residences</i>					
F1	GF	W	48	46	2
F1	GF	N	52	46	6
F2	GF	SW	37	46	Complies
F2	FL 1	SW	41	46	Complies
F3 (#17 Aurea Blvd)	GF	E	47	46	1
F3 (#17 Aurea Blvd)	GF	S	47	46	1
F4	GF	W	44	46	Complies

From *Table 5-1*, it can be seen that exceedences up to 3 dB are predicted at the closest existing residences along Kalli Street, while at future residences exceedences up to 6 dB are predicted. Given the level of exceedences, it is noted that restricting the number of children playing outside for extended periods of time by staggering play times may not be practicable, in particular at the future receivers, but is presented nonetheless for reference. A combination of acoustic fencing and staggered play is also provided.

Based on the modelling assumptions and results, either of the following mitigation option could be implemented to achieve compliance at all surrounding receivers:

- Option 1. Stagger child play such that no more than 45 children overall are outside for extended periods of time, with the following breakdown by age group:
- Up to 10 children above the age of 3,
 - Up to 15 children aged 2-3 years, and
 - Up to 20 babies. Or,
- Option 2. Provide a 2.1 metre high vertical wall with a 1.0 metre long overhang on top, angled 65 degrees from vertical along the western edge of the outdoor play area, resulting in the top edge of the overhang to be 2.5 metres above the outdoor play area. Along the south boundary, the overhang is to be 1.5 metres long and angled 60 degrees from vertical, resulting in the top edge of the overhang to be 2.85 metres above the outdoor play area. With this option no child play restrictions are required.
- Option 3. Provide the following combination of acoustic fencing and child play management:
- 2.1 metre high vertical wall along the western edge of the outdoor play area, and
 - 2.4 metres high vertical wall along the southern edge of the outdoor play area, and
 - Stagger play such that no more than 60 children overall are outside for extended periods of time, with the following breakdown by age group:
 - Up to 25 children above the age of 3,
 - Up to 15 children aged 2-3 years, and
 - Up to 20 babies.

All acoustic fencing, and overhang if used, is to be of solid construction, free of gaps and be built from material at least 8 kg/m^2 e.g. masonry, 6 mm thick fibre cement sheeting or 8 mm thick Perspex sheeting.

Where timber paling fencing is preferred, the individual panels are to overlap by a minimum of 30 mm to ensure the fence is free of gaps. The palings may need to be secured by twice the normal fixings to ensure the fence does not warp over time.

Options 2 and 3 are illustrated in Figure 5-1.

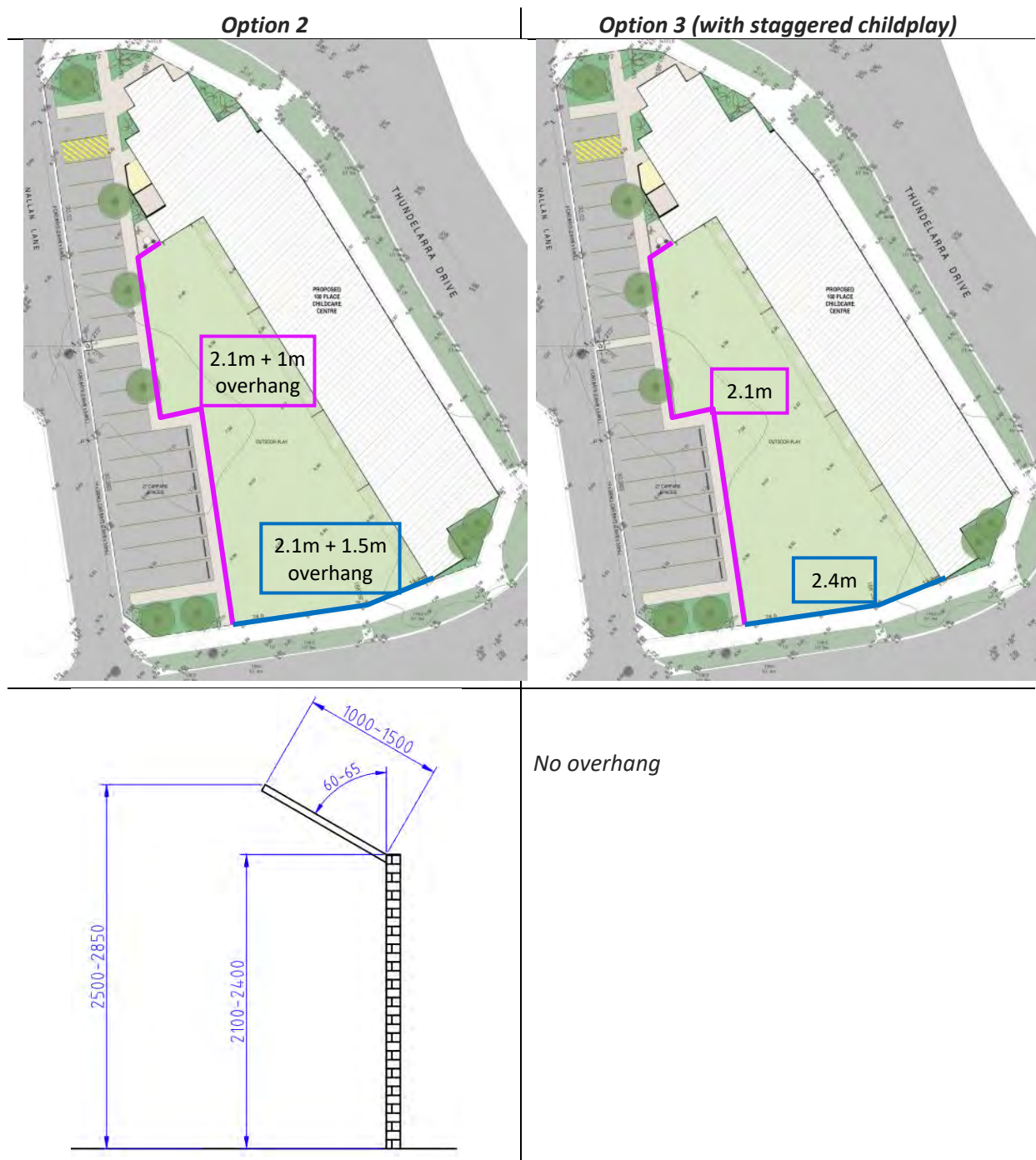


Figure 5-1 Option 2 and Option 3 Acoustic Fencing Requirements

5.2 Car Doors

Car doors closing noise are short duration events and were therefore assessed against the L_{Amax} assigned noise level. Given the proposed hours of operation, staff members and parents can arrive before 7.00am when the night-time assigned noise level at the most exposed receivers of 56 dB L_{Amax} is applicable.

Given the relative short source to receiver distances, car doors closing noise may be impulsive within the definition of the Regulations. Therefore, an adjustment of +10 dB (refer *Table 2-1*) was applied to the predicted noise levels.

Table 5-2 presents the assessment of the adjusted noise levels from car doors closing in any parking bay.

Table 5-2 Assessment of Predicted Car Door Noise, dB L_{Amax}

Receiver	Floor	Façade	Car Door	Assigned Noise Level	Exceedence
<i>Existing Residences</i>					
#7 Kalli St	GF	N	59	56	3
#9 Kalli St	GF	N	59	56	3
#10 Kalli St	GF	E	59	56	3
#10 Kalli St	GF	E	61	56	5
#10 Kalli St	GF	E	61	56	5
#10 Kalli Street (backyard)	GF	-	58	56	2
#11 Kalli St	GF	N	58	56	2
#12 Kalli Street (backyard)	GF	-	52	56	<i>Complies</i>
#13 Kalli St	GF	N	56	56	<i>Complies</i>
#46 Thundelarra Dr	GF	SW	43	56	<i>Complies</i>
#46 Thundelarra Dr	GF	NW	42	56	<i>Complies</i>
<i>Future Residences</i>					
F1	GF	W	56	56	<i>Complies</i>
F1	GF	N	56	56	<i>Complies</i>
F2	GF	SW	42	56	<i>Complies</i>
F2	FL 1	SW	47	56	<i>Complies</i>
F3 (#17 Aurea Blvd)	GF	E	63	56	7
F3 (#17 Aurea Blvd)	GF	S	61	56	5
F4	GF	W	53	56	<i>Complies</i>

From the assessment in *Table 5-2*, exceedences up to 5 dB and 7 dB are predicted at existing and future receivers respectively.

To comply with the Regulations at night-time at the existing receivers, all bays resulting in predicted noise levels over 46 dB L_{Amax} should not be used before 7.00am, which based on *Table 4-3*, are parking bays 1a to 7a, 1b to 7b and 8 to 11.

However, at the future receiver at #17 Aurea Boulevard, it must be noted that exceedences up to 7 dB are predicted at night-time as a result of using parking bays 12 to 19 before 7.00am. Therefore, since parking restrictions already apply to achieve compliance at #10 Kalli Street, acoustic fencing along the east boundary of #17 Aurea Boulevard would be required to comply at night-time. It is understood that seven street parking bays are already provided opposite #17 Aurea Boulevard, which are not technically associated with the childcare development. However, if #17 Aurea Boulevard is developed as residential, using these bays will result in a higher noise impact at the residence since the street bays are located closer. Therefore, some form of acoustic fencing should be provided to mitigate car door noise closing, whether in the childcare car park or in the street parking bays. From an acoustic point of view, any fencing along the east boundary of #17 Aurea Boulevard is to be a minimum 2.4 metres high and constructed so as to achieve a surface mass of at least 8 kg/m². The final height and extent of the acoustic fence should be reviewed post-DA, when details of the development at #17 Aurea Boulevard are available.

5.3 Mechanical Plant

At this stage, mechanical plant has not been designed in detail, but rather the assessment uses typical plant distributed on the roof. Given the proposed hours of operations, the AC plant and all extractions fans were assumed to be operating simultaneously before 7.00am as a worst-case scenario.

Table 5-3 presents the assessment of the noise emissions from mechanical plant against the night-time assigned noise level. It is noted that before 7.00am noise was considered to be tonal, therefore the predicted noise levels were adjusted by +5 dB.

Table 5-3 Assessment of Mechanical Plant Noise, dB L_{A10}

Receiver	Floor	Façade	Overall Level	Assigned Noise Level	Exceedence
<i>Existing Residences</i>					
#7 Kalli St	GF	N	43	36	7
#9 Kalli St	GF	N	42	36	6
#10 Kalli St	GF	E	43	36	7
#10 Kalli St	GF	E	42	36	6
#10 Kalli St	GF	E	43	36	7
#10 Kalli Street (backyard)	GF	-	43	36	7
#11 Kalli St	GF	N	42	36	6

Receiver	Floor	Façade	Overall Level	Assigned Noise Level	Exceedence
#12 Kalli Street (backyard)	GF	-	40	36	4
#13 Kalli St	GF	N	42	36	6
#46 Thundelarra Dr	GF	SW	42	36	6
#46 Thundelarra Dr	GF	NW	42	36	6
<i>Future Residences</i>					
F1	GF	W	39	36	3
F1	GF	N	44	36	8
F2	GF	SW	48	36	12
F2	FL 1	SW	48	36	12
F3 (#17 Aurea Blvd)	GF	E	44	36	8
F3 (#17 Aurea Blvd)	GF	S	42	36	6
F4	GF	W	36	36	<i>Complies</i>

Based on the assessment in *Table 5-3*, it can be seen exceedences up to 7 dB and 12 dB are predicted at the existing and future receivers respectively (assuming the noise emissions are tonal).

To achieve compliance at all times, an overall noise reduction up to 12 dB is required. This level of reduction could be achieved with either, or a combination of, the following noise controls:

- All plant to be the quietest available, and
- Select AC units which can operate on a 'low noise mode' prior to 7am, or potentially not operate before 7am. Data obtained from manufacturers such as Daikin (RXYQ range) or Fujitsu (AJY range) indicate that overall 4-7 dB reduction maybe be achieved by setting the unit on 'Level 2' quiet mode. When on such mode, it is also assumed that tonality would no longer be present in the noise emissions, and
- Consider providing acoustic louvres or solid barriers around the AC plant e.g. 6 mm solid fibre sheeting behind architectural louvres. The height and extent of the louvers/barriers will need to be determined based on final plant selection and location, and
- Kitchen exhaust fan could be located within the ceiling space and ducted to the roof, with the roof cowl then to be located furthest away from sensitive receivers, and
- Allow for silencers or acoustic flexible ducts on the outside air side of all exhaust fans, and
- All plant to be mounted on suitable anti-vibration mounts.

The above is to be reviewed during detailed design/building permit stage when mechanical plant selection and layout is known.

6 RECOMMENDATIONS

The noise impacts from the proposed childcare centre to be located at Lot 263 Thundelarra Drive, Golden Bay, have been assessed against the relevant criteria of the *Environmental Protection (Noise) Regulations 1997*.

Based on the modelling and assessments in relation to the noise emissions from child play and car doors closing, it is concluded that compliance can be achieved provided the recommendations in *Section 5.1* and *Section 5.2*.

In addition, the following best practices in relation to child play should be implemented:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling,
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic,
- Favour soft balls and rubber wheeled toys,
- Crying children should be taken inside to be comforted,
- No amplified music to be played outside,
- External doors and windows to be closed during indoor activity / play, and
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level.

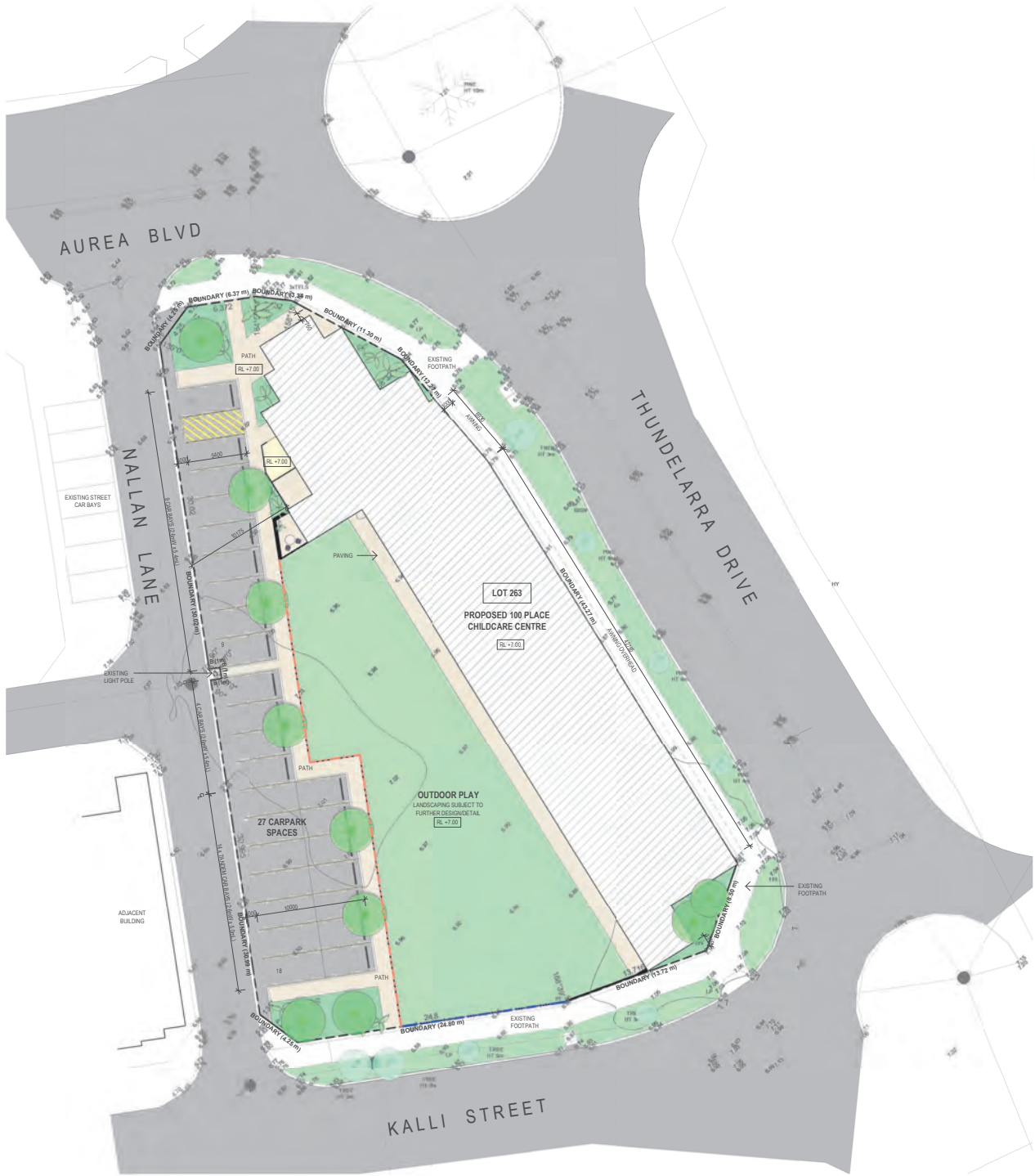
With regard to mechanical plant noise, potential exceedences were identified however, mechanical plant has not been designed in detail and therefore the following is to be considered, and reviewed, during detailed design:

- All plant to be the quietest available, and
- Select AC units which can operate on a 'low noise mode' prior to 7am, or potentially not operate before 7am. Data obtained from manufacturers such as Daikin (RXYQ range) or Fujitsu (AJY range) indicate that overall 4-7 dB reduction may be achieved by setting the unit on 'Level 2' quiet mode. When on such mode, it is also assumed that tonality would no longer be present in the noise emissions, and
- Consider providing acoustic louvres or solid barriers around the AC plant e.g. 6 mm solid fibre sheeting behind architectural louvres. The height and extent of the louvers/barriers will need to be determined based on final plant selection and location, and
- Kitchen exhaust fan could be located within the ceiling space and ducted to the roof, with the roof cowl then to be located furthest away from sensitive receivers, and
- Allow for silencers or acoustic flexible ducts on the outside air side of all exhaust fans, and
- All plant to be mounted on suitable anti-vibration mounts.

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Appendix A

Development Plans



LEGEND

- OVERALL SITE BOUNDARY
- EXISTING REDUCED LEVEL
- PROPOSED REDUCED LEVEL SHOWN INDICATIVE
- EXISTING TREES TO REMAIN
- PROPOSED TREE TYPE: AUSTRALIAN OCEAN SWAMP SWEET TO MATCH STREET TREES IN AREA
- TIMBER AND PERSEPEX LAPPED FENCE TO 2100mm HIGH WITH 1500mm PERSEPEX OVERHANG AT 60° (VISUALLY PERMEABLE)
- TIMBER LAPPED FENCE TO 2100mm HIGH WITH 1000mm PERSEPEX OVERHANG AT 60° (VISUALLY PERMEABLE OVERHANG)

SUMMARY

SITE AREA:	2501m ²			
BUILDING AREA:	774m ²			
NUMBER OF PLACES:	100			
OUTDOOR PLAY AREA:	REQUIRED: 709m ² PROVIDED: 721m ²			
CAR BAYS:	REGULAR BAYS 26 DISABLED BAY 1 TOTAL 27			
ROOM BREAKDOWN:				
ROOM	AGE	PLACES	RATIO	STAFF
ACTIVITY 1	0-2	8 PLACES	14	2 STAFF
ACTIVITY 2	0-2	12 PLACES	14	3 STAFF
ACTIVITY 3	2-3	15 PLACES	15	3 STAFF
ACTIVITY 4	2-3	15 PLACES	15	3 STAFF
ACTIVITY 5	3-4	20 PLACES	110	2 STAFF
ACTIVITY 6	3-4	30 PLACES	110	3 STAFF
KITCHEN / ADMIN		100 PLACES		15 STAFF

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ACCORD PROPERTY

GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY

SITE PLAN

Scale As indicated
Drawn DF
Date 07/10/20
Job No. 2020052
Dwg No. 3354 03
Rev: B
Checked MJ
A1 SHEET

OVERALL SITE BOUNDARY

PROPOSED REDUCED LEVEL
SHOWN INDICATIVE

RL = 7.00

PROPOSED TREE
TYPE: ASUARINA OBESA
SHEDAK / TO MATCH STREET
TREES IN AREA

SITE AREA:		2507m ²		
BUILDING AREA:		776m ²		
NUMBER OF PLACES:		100		
OUTDOOR SEAT CAPACITY:		PROVIDED: 700m ² REQUIRED: 721m ²		
CAR BAYS:		REGULAR BAY 26 DISABLED BAY 1 TOTAL 27		
ROOM BREAKDOWN:				
ROOM	AGE	PLACES	RATIO STAFF	
ACTIVITY 1	0-2	8 PLACES	14	2 STAFF
ACTIVITY 2	0-2	15 PLACES	14	3 STAFF
ACTIVITY 3	2-3	15 PLACES	15	3 STAFF
ACTIVITY 4	2-3	15 PLACES	15	3 STAFF
ACTIVITY 5	3-4	20 PLACES	110	2 STAFF
ACTIVITY 6	3-4	30 PLACES	110	2 STAFF
KITCHEN / ADMIN		10 PLACES		10 STAFF

Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CLIENT, PLANNER FOR INFO	01/10/20
C	CONSULTANT ISSUE FOR INFO	07/10/20

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GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY

FLOOR PLAN

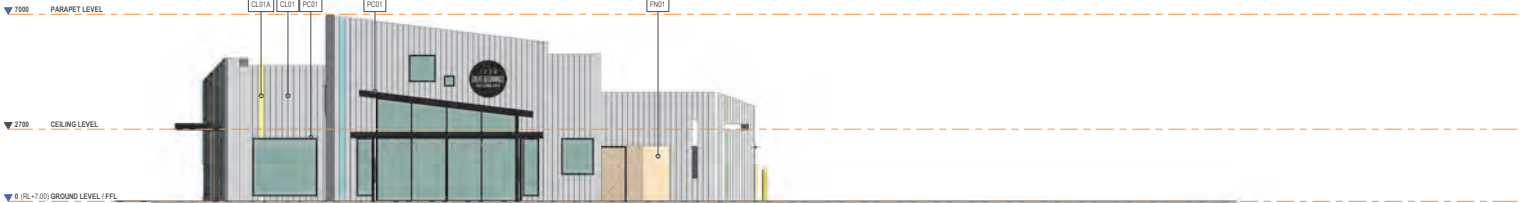
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Drawn	DF	Checked	MJ
Date	07/10/20		
Job No.	2020052		
Dwg No.	3354 04	Rev:	C A1 SHEET



FLOOR PLAN

1 : 100

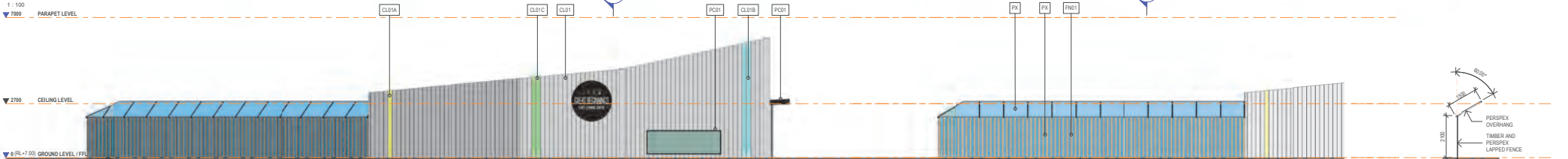
Rev	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CLIENT, PLANNER FOR INFO	01/10/20
C	CONSULTANT ISSUE FOR INFO	07/11/20



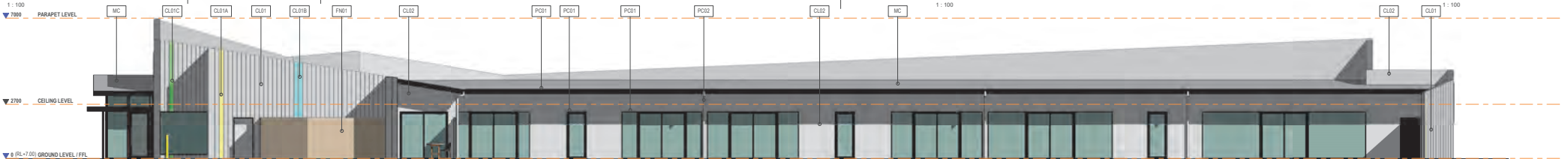
1 - NORTH WEST ELEVATION



2 - NORTH EAST ELEVATION



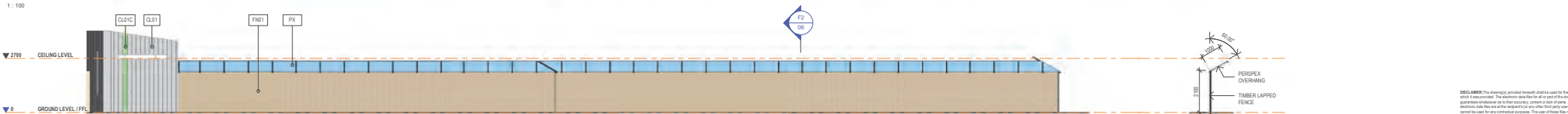
3 - SOUTH EAST ELEVATION



4 - SOUTH (FENCE) ELEVATION

F1 - FENCE SECTION 1

5 - SOUTH WEST ELEVATION



6 - WEST FENCE ELEVATION

F2 - FENCE SECTION 2



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ACCORD PROPERTY
GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY
ELEVATIONS

Scale As Indicated
Drawn DF Checked MJ
Date 07/10/20
Job No. 2020052
Dwg No. 3354 06 Rev: C A1 SHEET

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Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)

The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

Sound Power Level (L_w)

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure levels at known distances. Noise modelling incorporates source sound power levels as part of the input data.

Sound Pressure Level (L_p)

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

L_{ASlow}

This is the noise level in decibels, obtained using the A frequency weighting and the S (Slow) time weighting as specified in IEC 61672-1:2002. Unless assessing modulation, all measurements use the slow time weighting characteristic.

L_{AFast}

This is the noise level in decibels, obtained using the A frequency weighting and the F (Fast) time weighting as specified in IEC 61672-1:2002. This is used when assessing the presence of modulation only.

L_{APeak}

This is the greatest absolute instantaneous sound pressure in decibels using the A frequency weighting as specified in IEC 61672-1:2002.

L_{Amax}

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

L_{A1}

An L_{A1} level is the A-weighted noise level which is exceeded for one percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{A10}

An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

L_{Aeq}

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

 L_{A90}

An L_{A90} level is the A-weighted noise level which is exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

One-Third-Octave Band

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20 000 Hz inclusive.

 L_{Amax} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded at any time.

 L_{A1} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 1% of the representative assessment period.

 L_{A10} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 10% of the representative assessment period.

Tonal Noise

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

the presence in the noise emission of tonal characteristics where the difference between -

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

Modulating Noise

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

a variation in the emission of noise that —

- (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band;
- (b) is present for at least 10% of the representative.

Impulsive Noise

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness is:

a variation in the emission of a noise where the difference between $L_{A \text{ peak}}$ and $L_{A \text{ Max slow}}$ is more than 15 dB when determined for a single representative event;

Major Road

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

Secondary / Minor Road

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Influencing Factor (IF)

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where :

% Type A_{100} = the percentage of industrial land within
a 100m radius of the premises receiving the noise

% Type A_{450} = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B_{100} = the percentage of commercial land within
a 100m radius of the premises receiving the noise

% Type B_{450} = the percentage of commercial land within
a 450m radius of the premises receiving the noise

+ Traffic Factor (maximum of 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 100m

Representative Assessment Period

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

Background Noise

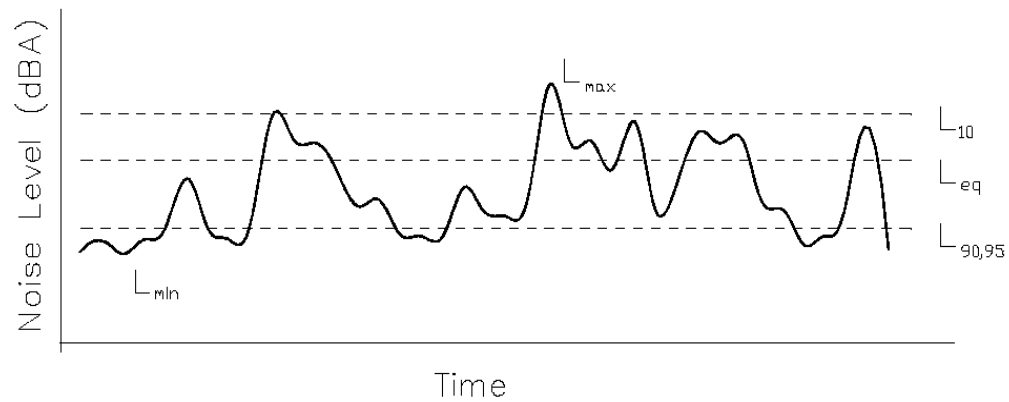
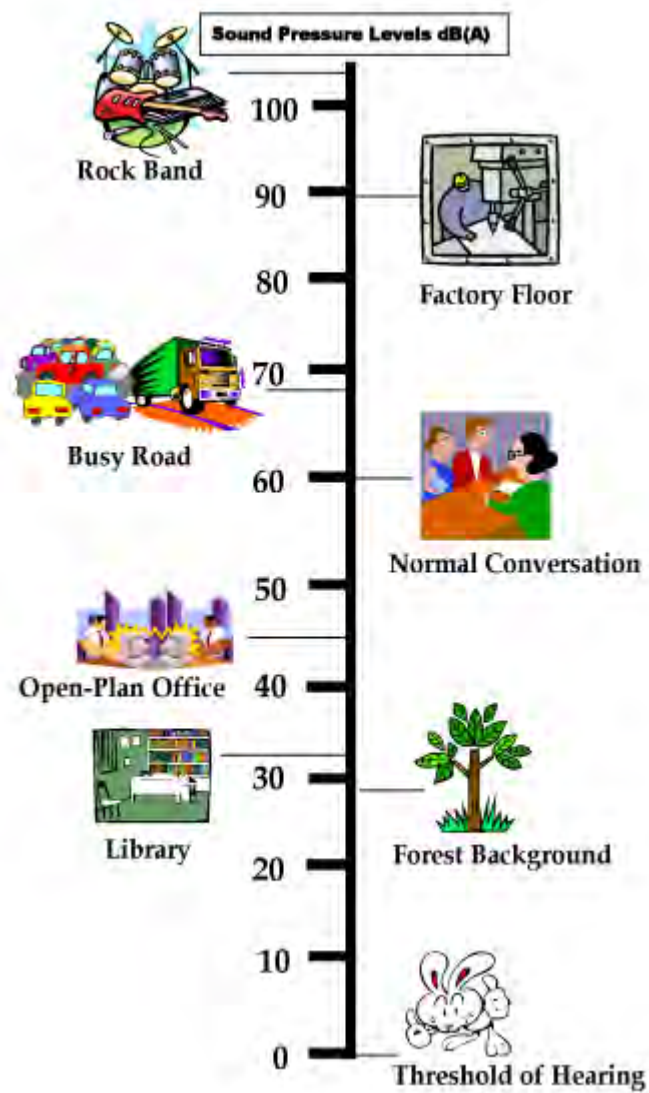
Background noise or residual noise is the noise level from sources other than the source of concern. When measuring environmental noise, residual sound is often a problem. One reason is that regulations often require that the noise from different types of sources be dealt with separately. This separation, e.g. of traffic noise from industrial noise, is often difficult to accomplish in practice. Another reason is that the measurements are normally carried out outdoors. Wind-induced noise, directly on the microphone and indirectly on trees, buildings, etc., may also affect the result. The character of these noise sources can make it difficult or even impossible to carry out any corrections.

Ambient Noise

Means the level of noise from all sources, including background noise from near and far and the source of interest.

Specific Noise

Relates to the component of the ambient noise that is of interest. This can be referred to as the noise of concern or the noise of interest.

Chart of Noise Level Descriptors**Typical Noise Levels**

Appendix 5

Waste Management Plan

Accord Property Golden Bay Child Care Centre

Waste Management Plan



Document verification

Date	Version	Title	Prepared by	Approved by
02/10/20	V1	Golden Bay Child Care Centre Waste Management Plan - DRAFT	K. Le Gallou	J. Webb
09/10/20	V1.1	Golden Bay Child Care Centre Waste Management Plan	K. Le Gallou	J. Webb

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Document summary

Rawtec prepared this waste management plan (WMP) to support the planning application of the development. We consulted the client, project manager, project architect and traffic consultant and considered all relevant policy requirements (see Appendix 1).

This WMP includes a high-level proposal for a waste management system, with a preliminary design to show how waste can be managed at the site. If land uses and waste management arrangements for the development change during detailed design, this WMP will need to be updated.

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1.2. Waste management considerations.....	3
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1. Development summary

Project	Golden Bay Child Care Centre, Lot 263 Aurea Boulevard, Golden Bay WA
Client	Accord Property
Architect	Brown Falconer

1.1. Land use and occupancy

Table 1 lists the tenancy/land uses that will generate waste and recycling at the development, based on the latest architectural plans.

Table 1: Land use and occupancy overview

Level	Tenancy	Waste resource generation category	Estimated size m ²
Ground	Child Care Centre (100 spaces)	Child Care Centre	Building total ~725 m ² (waste generating area 430 m ²)

1.2. Waste management considerations

The client and project architect identified design choices and other elements that could affect waste management at the site (Table 2). We included these when designing the waste management system.

Table 2: Development waste management considerations

Consideration	Description
Commercial collection	The operator of the childcare centre generally uses commercial contractors to manage waste and recycling. If commercial collection is unavailable the City of Rockingham's commercial bin collection service may be suitable for the development.

1.3. Recommended services

To manage waste and recycling effectively, the development needs to include the services listed in Table 3.

Table 3: Recommended waste management services

Required/recommended waste and recycling collection services		
	Land use	Commercial
	Development land uses	Childcare Centre
Routine collection (rear lift)	General waste	X
	Comingled recycling	X
On-call or external drop-off	Hard waste	X
	E-waste	X
	CFL/Lighting	X
	Printer Cartridges	X
	Batteries	X

2. Waste management analysis

2.1. Estimated waste and recycling volumes

The development will generate about 3,000 litres of waste and recycling per week (Table 4).¹ Based on the estimated volumes of waste and recycling the development needs 3 bins and 5 collections per week.

Organics recycling has not been included in the analysis, as it is not a requirement. However, an estimated 300 litres of organics per week may be generated, and a commercial organics recycling service would be beneficial to reduce general waste volumes and cost.

Table 4: Estimated waste volumes, bin requirements and collections per week for the development

	Bin Area			
	Total volumes (L per week)*	Bin size (L)	Number of bins required	Collections per week
General waste	1,500	660	2	2
Comingled recycling	1,500	660	1	3
Total	3,000		3	5

*Totals have been rounded and may not equate

The following irregular waste streams will be managed as they occur onsite:

- **Electronic waste** (E-waste such as batteries, printer cartridges, lighting) will be stored at the development. E-waste will be collected by a certified collection contractor or taken to a licensed facility (e.g. recycling depot or participating retailer).
- **Hard waste** (during tenancy fit-out or in residential developments) will be stored at the development and managed via a pull-in/pull-out collection service. This must be arranged by tenants and the building manager, so hard waste can be collected from the loading area at a suitable time.

Other advice

- **Bins and signage** must meet the Australian Standard for Mobile Waste Containers (AS 4123.7-2006 Mobile Waste Containers).
- **E-waste/hard waste collection:** Provide a central and accessible storage point for E-waste and hard waste. If hard waste is collected from individual locations, the building manager and tenant may need to be present for collection and costs may increase.

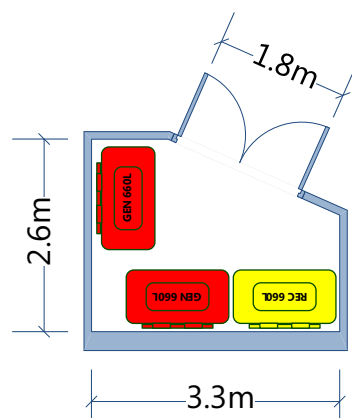
¹ Estimates are based on the proposed land-use data provided by the client/architect and metrics from the *Sustainability Victoria Waste Management and Recycling in Multi-Unit Developments* and *South Australian Better Guide Practice Guide – Waste Management for Residential and Mixed Use Developments*. Some metrics have been further developed by Rawtec based on industry knowledge and experience.

2.2. Waste storage area

The waste storage area houses the bulk bins. Figure 1 shows how this area could be designed. Additional comments.

When planning the waste storage area, consider the additional waste management design advice listed in Section 5.

Figure 1: Waste storage area design



LEGEND

GEN = General waste
REC = Comingled recycling
ORG = Organics recycling

Note: These bin sizes are for **illustration purpose only** and are based on the standard MASTEC Australia bin sizes (<http://www.mastec.com.au>). Bin sizes and shapes may differ depending on manufacturer, collection contractor or local waste authority. Please allow extra room (e.g. >10%) for differences in bin sizes, bin access, opening and closing and manoeuvring etc.

Detailed design

- Detailed design and construction advice may be needed in later stages. Equipment specifications (such as chutes and compactors) must be confirmed by the provider before construction.

3. Waste management system

The waste management system (WMS) explains how to manage the waste and recycling generated at the development (Table 5). It covers each land use and considers the relevant waste management policies (see Appendix 1).

When planning the WMS, consider the waste management design advice in Section 5.

If land uses and waste management arrangements for the development change during detailed design, this WMP will need to be updated.

Table 5: Proposed waste management system for the development

Proposed waste management system	
Waste/recycling services	<ul style="list-style-type: none"> • General waste • Comingle recycling • Organics recycling (optional)
WMS step	WMS notes
1. User storage	<ul style="list-style-type: none"> • Staff will collect waste and recycling in small individual bins (40-80 litres): <ul style="list-style-type: none"> – General waste will be collected using black bin liners – Comingled recycling will be collected loose – If included, organics will be collected small bins (e.g. kitchen caddy) using compostable bin liners.
2. Transfer pathways	<ul style="list-style-type: none"> • Waste and recycling will be transferred to the external waste storage area via the corridors and pathways. • Transfer routes must be at least 1.25m wide, free of obstructions and steps and a slope of no more than 1:10.
3. Aggregation & storage	<ul style="list-style-type: none"> • Waste and recycling will be stored in the bulk bins in the waste storage area.
4. Bin collection	<ul style="list-style-type: none"> • Waste and recycling will be collected either by a private waste collection contractor. • The collection vehicle will stop briefly in Nallan Lane to collect bins. • The waste collection operator will collect the bins from the waste storage area, wheel them to the collection vehicle to empty and then return to their original position.

Transfer pathways

Figure 2 outlines the waste transfer pathways for the development. It is anticipated that staff will use small bins (40-80 litres) to collect waste and recycling and use these or a trolley to transfer waste and recycling at the end of the day.

Figure 2 Transfer pathways for the development



4. Collection requirements

4.1. Vehicle movements per week

The development will need about 5 regular collections per week. This is based on the waste and recycling volumes and collection service frequency in **Error! Reference source not found.**

Other advice

- **Collection times:** Schedule waste collection timing and frequency to reduce the impact of noise and traffic on residents, neighbours and the public.
- **Peak periods:** More waste is usually generated during holiday periods like Easter, Christmas and public holidays. Extra collections may be needed at these times.

4.2. Collection vehicle

Table 6 lists approximate truck dimensions to help the traffic consultant's analysis. Please note:

- Vehicle dimensions and operating conditions can differ between waste collection contractors.
- Rawtec does not guarantee that the collection area can accommodate waste collection vehicles. The traffic consultant must confirm that collection vehicles can enter and exit the development and operate safely.
- The client must confirm with the preferred waste collection contractor that it can service the development before collection can begin.

Table 6: Approximate collection vehicle dimensions

Collection vehicle dimensions		
Vehicle type	Rear lift	Pan-tech/Flat bed
Collection type	Collection of bins up to 1,100 L	At call waste streams
Dimensions	3.4m minimum to 4m (h) × 2.5m (w) × 8.8m minimum to 11m (l)	Up to 4.5m (h) × 2.5m (w) × 8.8m (l)
Rear loading space required	2 m	-
Operational vehicle height	Up to 4 m	Up to 4.5 m
Vehicle turning circle	18-25 m	10 m

Note: Vehicle width dimensions are based on Australian MRV standard specifications – AS 2890.2-2002. Vehicle length and heights are based on common collection vehicles operating in the South Australian market. Waste and recycling collection vehicles are custom designed and may differ from these specifications.

5. Other waste management and design advice

Table 7 lists advice on designing developments to encourage good waste management practices.

Table 7: Other waste management and design advice

Area	To consider
Bin transfer routes	<ul style="list-style-type: none"> • Transfer routes should be at least 1.25 m wide, free of obstructions and steps, and with a slope of no more than 1:10. • Transfer routes should not pass through living areas or dwellings.
Education and training	<ul style="list-style-type: none"> • The building manager should educate and train residents/tenants to use the waste management system correctly. • Consider including better practice waste management requirements in strata or commercial lease agreements.
Health and amenity	<ul style="list-style-type: none"> • Effective WMS design should: <ul style="list-style-type: none"> – reduce and stop odour and noise – consider and preserve visual amenity for residents/tenants, neighbours and the public – prevent waste spreading beyond the defined location – specify washable services enabling periodic cleaning – provide adequate ventilation.
Lid within a lid bin	<ul style="list-style-type: none"> • A 'lid within a lid' system can make it easier to dispose of waste and recycling into bulk bins (e.g. 1,100 litre bins): <ul style="list-style-type: none"> – The smaller, lighter lid reduces the weight and risk for people disposing of materials. – The large lid can be locked, stopping oversize items being put into the bin.
Waste storage area	<ul style="list-style-type: none"> • Secure the storage area to stop people interfering with bins and equipment.
Waste streams	<ul style="list-style-type: none"> • Locate the disposal point for all three streams together (general waste, comingled recycling and food organics).

6. Appendix 1 - Policies

This WMP has been prepared in consideration of the following policies, design and operational requirements:

- Multiple Dwelling Waste Management Plan Guidelines - A resource for Western Australian Local Government and Developers, The Western Australian Local Government Association.
- Sustainability Victoria Waste Management and Recycling in Multi-Unit Developments.
- South Australian Better Practice Guide - Waste Management in Residential or Mixed-Use Developments Green Industries SA, 2014.
- Consideration has also been given to Rawtec's previous experience developing waste management plans from similar developments.



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11 Paringa Ave, Somerton Park,
South Australia 5044

PS ref: 6605
 City ref: 020.2020.291.1
 DAP Ref: DAP /20/01873

7 December 2020

City of Rockingham
 PO Box 2142
 Rockingham DC WA 6967

Attention: Chris Parlane, Senior Planning Officer

Dear Sir,

**LOT 263 AUREA BOULEVARD, GOLDEN BAY
 DEVELOPMENT APPLICATION – PROPOSED CHILD CARE CENTRE
 RESPONSE TO REQUESTS FOR FURTHER INFORMATION**

Planning Solutions acts on behalf of Accord Property, the proponent of the proposed child care centre development at Lot 263 Aurea Boulevard, Golden Bay (**subject site**).

We refer to various correspondence received from the City of Rockingham (**City**) during assessment of the development application. Specifically, the following:

- City's Request for Further Information (**RFI**), received via email on 4 November 2020.
- Summary of submissions received during advertising of the proposed development via email on 11 November 2020.
- Meeting with planning and health officers at the City of Rockingham on 23 November 2020.

This letter, accompanying development plans and technical reports respond to each of the above-mentioned requests for further information or comments on the proposed development. The following documentation is attached to this submission in response to the above matters:

- **Attachment 1** – Updated development plans prepared by Brown Falconer architects.
- **Attachment 2** – Acoustic technical note / peer review prepared by Reverberate Consulting responding to the acoustic matters.
- **Attachment 3** – Revised Transport Impact Statement prepared by Transcore.
- **Attachment 4** – Response to summary of consultation submissions received by the City.

The abovementioned documents are considered to appropriately address the City's comments and responses to submissions, in addition to the further information contained within this submission.

1 Updated Development Plans / Acoustic Peer Review

Please refer to the acoustic peer review undertaken by Reverberate Consulting, contained within **Attachment 2**. The peer review was undertaken to provide an additional level of robustness in the reporting, ensuring the proposed fencing treatments provide sufficient acoustic attenuation and no adverse amenity impacts to nearby residences by way of noise.

Following the outcomes of the acoustic peer review, the subsequent modifications have been made to the proposed development plans, provided at **Attachment 1**:

- Fencing surrounding the outdoor play area has been revised. The development now proposes:
 - A 2.57m high masonry wall with acrylic sheet openings for the portion of the outdoor play area fronting Kalli Street.
 - A 1.8m high Colorbond fence (double thickness) with 0.6m of acrylic sheeting above (total height of 2.4m) for the portion of the outdoor play area fronting Nallan Lane.

The acoustic peer review confirms the proposed fencing provides the necessary acoustic attenuation to comply with the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**). The acrylic sheet openings along the Kalli Street fencing provides for passive surveillance, while maintaining suitable privacy for the children.

2 Response to City's Request for Further Information

Refer to **Table 1** below for our detailed response to the City's request for further information. This should be read in conjunction with the remaining information that is included within this correspondence.

Table 1 – Response to City's RFI (via email on 4 November 2020)

City's comment	Applicant response
Noise	
Regarding vehicle noise – sound from closing car doors. The acoustic report indicates that compliance with the Noise Regulations can only be achieved if no cars use car bays numbered 1 through 11 before 7am. However, the City understand that car bays 1 through 11 (including the tandem parking bays) are intended for staff use and the centre proposes to operate from 6:30am, when night time noise limits apply. Please clarify how the parking of staff vehicles can be effectively managed in order to ensure noise levels from closing car doors will comply with the Noise Regulations.	Please refer to the acoustic peer review contained in Attachment 2 (specifically section 2.4). The acoustic peer review has confirmed the management required to ensure compliance (with the Noise Regulations) of cars using the car park prior to 7am.
Also, suggest numbering the car bays on the site plan, as numbered in the acoustic report.	Three scenarios were modelled as part of the peer review: <ol style="list-style-type: none"> 1. No dwelling or noise barrier at 17 Aurea Boulevard 2. Dwelling and no noise barrier around 17 Aurea Boulevard. 3. Dwelling and noise barrier around 17 Aurea Boulevard. Until a dwelling is built on 17 Aurea Boulevard, Scenario 1 is not applicable, as the noise levels will not adversely impact a vacant lot.
The report indicates that the use of car bay numbers 12-19 will result in exceedance of the assigned noise levels when a dwelling is built on 17 Aurea Blvd, unless acoustic fencing is erected along the boundary of 17 Aurea Blvd in order for the noise from car doors of patrons attending the child care centre is to comply. It is noted that 17 Aurea Blvd is outside the application area and that no written agreement has been provided from the owner of 17 Aurea Blvd to enable this measure to be legally implemented. The City considers it would be ultra vires for the JDAP to impose such a planning requirement in these circumstances. Please clarify on what planning basis this measure has been proposed, and if necessary, revise this aspect of the application. This may be a potential fatal flaw.	For Scenario 2, seven car parking locations are available on site which comply with the night-time Assigned Levels (i.e. are able to be used prior to 7am). These are car parking bays 5b, 6a & b, 7a & b, 8 and 9 (refer to Attachment 1 – revised development plans).
	Consistent with the other established dwellings in the locality, it can be reasonably expected that a solid fence (i.e. a noise barrier) will be constructed on the eastern boundary of 17 Aurea Boulevard, when the dwelling is built. The likelihood of a solid fence being provided is increased by the location of the 7 on street public car parking bays. It is expected the owner of 17 Aurea Boulevard would seek a level of privacy from these bays,

City's comment	Applicant response
	<p>as is seen at the nearby Iona Lane to the south of the subject site.</p> <p>If a noise barrier fence (of unknown type and effectiveness) was constructed at 17 Aurea Boulevard, up to nineteen bays would be available which comply with the night-time Assigned Levels. These are bays 5b, 6a & b, 7a & b, 8 and 9, and bays 10 to 21. Car parking bays can be appropriately managed to ensure select bays are not used prior to 7am. The car parking bays have been numbered to correspond with the acoustic peer review.</p> <p>We understand that 2 staff members are required open the child care centre at 6:30am, meaning only 2-3 staff bays would be required for staff prior to 7am. The number of children arriving prior to 7am is generally low, as the peak start time is generally between 7:30am and 8:30am (i.e. not in the night time period). Children arriving prior to 7am are located together in one room under staff supervision, with no outside play permitted until after 7am. The 6.30am start time allows flexibility for select families who are required to drop their kids off earlier.</p> <p>We note that all parking bays are compliant for operation between 7am and 7pm.</p>
<p><i>The Transport Impact Statement (TIS) suggests that during peak hours, 39 vehicles will be attending the site (cars entering / exiting and doors opening and closing). This vehicle noise has not been considered in the acoustic report. Please provide information demonstrating how noise from this source complies with the Noise Regulations.</i></p>	<p>The acoustic peer review contained within Attachment 2 (specifically section 2.5) has considered the noise generated by vehicles attending the site (i.e. cars entering / exiting and doors opening and closing). The proposed development can only assess the noise from vehicle within the site and not on public roads.</p> <p>All vehicle movements and car parking can comply with the Noise Regulations subject to the outlined management measures mentioned above (restriction of car parking).</p>
<p><i>Noise from service vehicles was not included in the acoustic report and needs to be included. The Waste Management Plan (WMP) indicates collection times need to be scheduled to reduce the impact of noise and traffic on residents. Further, the WMP indicates waste collections will need to occur 5 times per week. For traffic reasons, the TIA recommends waste collection occurs after operating hours, which are the quietest times for noise emissions. Please indicate how the collection of waste after hours will comply with the Noise Regulations.</i></p>	<p>We note the discrepancy with the original TIS, which has been modified to correctly reference waste collection to be undertaken during off-peak hours of the child care centre (i.e. between 10am and 2pm).</p> <p>Noise generated by waste collection / service vehicles is not specifically controlled by compliance with the Assigned Levels in the Noise Regulations. To achieve compliance with the Noise Regulations, the following measures are to be implemented by the waste collection contractor and/or service vehicles:</p> <ul style="list-style-type: none"> • Refuse collection is to be carried out in the quietest reasonable and practicable manner; • Equipment used for refuse collection is the quietest reasonably available • Collection to occur between 7am and 7pm Monday-Saturday. <p>In addition to this, the child care centre should move waste bins to and from the pickup point only between the hours of 7am and 7pm. This is commonly implemented through child care centres across the metropolitan area and part of best practice child care centre management.</p>
<p><i>Noise from the staff alfresco area has not been included in the acoustic report. Please update the report to include.</i></p>	<p>Please refer to the acoustic peer review in Attachment 2, where the noise from staff in the outdoor alfresco area has been assessed.</p>

City's comment	Applicant response
	<p>Forecasts of noise emissions from two staff members engaged in discussions in the Alfresco area were modelled, with no specific noise control measures implemented at this location. Two staff members was considered to be an accurate representation, as no more than two staff members would be on break at the same time.</p> <p>The forecast noise from staff members in the alfresco area was found to be significantly lower than the assigned level.</p>
<p><i>The acoustic report indicates significant exceedance of the Noise Regulations could occur from mechanical services at the site and a range of recommendations have been included, however no specific information in regards to compliance requirements has been given – eg sound power levels of equipment, recommended locations etc. While this may be addressed through planning conditions, please confirm it is practical to do so in order to comply with the Noise Regulations.</i></p>	<p>It is not uncommon for mechanical services and plant to be selected at detailed design stage. There are a range of recommendations and best practice noise mitigation measures to ensure compliance with the noise regulations. Including (but not limited to):</p> <ul style="list-style-type: none"> • Silencers & attenuators. • Shielding & barriers. • Acoustic louvres. • Acoustic absorption. • Lined ductwork. • Night-time quiet mode operation. • Revised unit placements. • Revised selection of low-noise equipment. <p>The proponent is accepting of a condition of development approval requiring a further acoustic assessment to be undertaken prior to occupation of the development to ensure compliance of mechanical plant with the noise regulations.</p>
Traffic	
<p><i>The use of tandem car bays for a child care premises can be problematic as they can be difficult to manage: where the vehicle parked in the rear bay has to move to allow the vehicle parked in front bay to leave. Please clarify how the child care operator will manage (in a practical sense) the use of the tandem bays so as to maximise convenience for staff and to minimise traffic disruption using the laneway.</i></p>	<p>Tandem parking bays are commonly provided and generally accepted where the two bays are provided for the use of a single tenancy and where the use would allow for this practice. The proposed tandem bays will be allocated for use by staff of the child care centre only and will be managed internally by the staff to avoid any potential issues. The operator is able to manage staff shifts and allocate the appropriate bays to staff who are scheduled to arrive or depart at different times.</p>
<p><i>AS2890.5 requires a minimum on-street car parking bay length of 5.4m. The site plan notes that the tandem bays are 5.0m in length (although they are measured at 5.4m and 4.6m long on the site plan) therefore does not comply with AS2890.5. It should also be noted that a B99 standard design vehicle has a length of 5.2m therefore would not fit into the tandem bays as designed. Please amend the site plan to provide compliant bay dimensions.</i></p>	<p>Tandem bays are commonly used in developments throughout the metropolitan area. While the bays do not meet the required 'on-paper' length, the bays as provided allow for the sufficient storage of two B85 design cars in tandem. Generally, a minimum of 10m total is permitted and is suitable for two B85 design vehicles.</p> <p>B85 is a more suitable vehicle template to be used for staff parking for a child care centre, compared to B99. There are very few B99 size vehicles (5.2m long) on the market, such a Rolls Royce. B85 is still considered a big car (i.e. a Holden Commodore, Ford Falcon, etc). It is expected the majority of staff will drive a B85 vehicle (i.e. a regular sedan or hatchback), which is still a conservative analysis.</p>
<p><i>The Waste Management Plan prepared by Rawtec (dated 9th October 2020) suggests a potential collection vehicle of up to 11m in length for a rear lift. The City has completed a preliminary swept path analysis which suggests that a Heavy Rigid Vehicle (i.e. commercial vehicles up to a length of 12.5m but larger than 8.8m)</i></p>	<p>It is acknowledged that a 12.5m long service vehicle would encroach upon existing road infrastructure. Please refer to the revised TIS in Attachment 3, which contains swept paths for an 8.8m service vehicle servicing the child care centre.</p>

City's comment	Applicant response
<p>would encroach into the existing road infrastructure, and therefore is not supported. As mentioned in the WMP "The client must confirm with the preferred waste collection contractor that it can service the development before collection can begin". Please provide a swept path demonstrating how a 12.5m rubbish truck can access the laneway within the road carriageway (not impacting on road infrastructure).</p>	<p>Turn path analysis undertaken in Appendix B of the TIS confirms satisfactory movements of an 8.8m waste collection truck. The service vehicle is able to access Nallan Lane (from Aurea Boulevard), traverse along Nallan Lane in a forward gear, and egress onto Kalli Street without encroaching into the existing road infrastructure.</p> <p>A private waste collection operator will be engaged to collect waste from the proposed development, of which an 8.8m vehicle is commonly used within their vehicle fleet.</p> <p>The proposed waste collection arrangement by an 8.8m service vehicle is entirely acceptable, and is supported by the swept paths in Attachment 3.</p>
<p>Please provide information regarding the commercial vehicles servicing the child care centre (eg. deliveries). The City understands that typically smaller vehicles (i.e. vans) may be used for deliveries however please ensure that the dimension of the nominated van shall be less than the dimension for a B99 vehicle (i.e. 1.94m wide and 5.2m in length). Note that if a larger design vehicle (see extract below for a Toyota Hi-Ace example) is expected then a service bay shall be provided and designed accordingly to AS2890.5 (eg. 6.4m in length for a Small Rigid Vehicle).</p>	<p>The child care centre operator will ensure that B99 vehicles (i.e. smaller vans) are used for deliveries. This is also part of best practice child care centre management, with smaller vehicles able to park in visitor bays for deliveries during non-peak drop off and pick up times, rather than having to provide designated delivery / service bays.</p>
<p>WAPC's <i>Local Government Guidelines for Subdivisional Development</i> suggests that a laneway has a maximum daily traffic volume capacity of 300 vehicles per day. The TIS suggests that the proposed child care centre would generate 350 vehicle trips daily (LDI's calculation suggests that the child care would generate 438 vehicle trips). This suggests that the road capacity of Nallan Lane would be exceeded by this proposed development only (i.e. not including vehicle traffic from existing and future residential dwellings). Please provide justification for exceeding the recommended daily traffic volume capacity, otherwise consider reducing the number of children for the child care centre.</p>	<p>It should be noted that Table 3.2 of the WAPC's <i>Local Government Guidelines for Subdivisional Development</i> does not strictly specify the capacity of the road. Rather, it lists an "indicative volume range" of 300 vehicles per day. The actual capacity of the Nallan Lane is considered to be higher (the same as an Access Street C or D) which has the same pavement width ranges as a Laneway.</p> <p>Even if 300 vehicles per day was a strict maximum rate to be applied, any potential adverse impacts as a result of the exceedance by 50 vehicles per day is negligible. An additional 50 vehicles per day equates to 4 vehicles per hour for the 12 hours the child care centre is open.</p> <p>Furthermore, laneways typically provide vehicular access to the rear of lots. Nallan Lane differs from this in that it provides access between Aurea Boulevard in the north to Kalli Street in the south. No direct access to the rear of any lots is being provided by Nallan Lane.</p> <p>The estimated 350 vehicle trips per day generated by the development is considered accepted, with the surrounding road network able to accommodate the additional vehicle movements.</p>

In consideration of **Table 1** above, the City requests for additional information have been appropriately responded to, with the development plans amended as required.

3 Response to submissions

A summary of public consultation submissions was received from the City on 11 November 2020. A total of 13 submissions were received. A detailed response to the key themes raised in the submissions is provided in **Attachment 4** of this response letter.

4 Conclusion

The amended development plans, acoustic technical note / peer review and responses contained within this letter address the City's comments received on 4 November 2020 and comments received in our meeting. We respectfully request the City proceed to finalise its assessment and favourable recommendation of the application to the Development Assessment Panel.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the undersigned.

Yours faithfully,



OLIVER BASSON
PLANNING CONSULTANT



Proposed Child Care Centre
Lot 263 Aurea Boulevard, Golden
Bay
Transport Impact Statement

PREPARED FOR:
Accord Property

December 2020

Document history and status

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1.0 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Accord Property with regard to a proposed child care centre (CCC) to be located at Lot 263 Aurea Boulevard, Golden Bay, in the City of Rockingham.

The subject site is located at the southwest corner of the roundabout intersection of Aurea Boulevard and Thundelarra Drive, with Kalli Street and Nallan Lane forming the southern and western boundaries of the site as shown in **Figure 1**.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*. Section 6.0 of this report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

The subject site is currently vacant land with a total area of 2250m². This site is part of a neighbourhood centre precinct in the Golden Bay Structure Plan, which includes properties on all four corners of the Aurea Boulevard / Thundelarra Drive intersection. The proposed development will be accessed directly from Nallan Lane.

As shown in **Figure 1**, land use in the close proximity of the site includes Golden Bay Primary School which is located approximately 155m south of the subject site, with residential development to the west and south closer to the subject site.

The key issues that are addressed in this report include the traffic generation and distribution of the proposed development, parking provision, access and egress movement patterns.

¹ Between 10 and 100 vehicular trips per hour



Figure 1: Location of the subject site

2.0 Proposed Development

The development proposal is for a child care centre to be located at Lot 263 Aurea Boulevard, Golden Bay, in the City of Rockingham.

The proposed child care centre would accommodate up to 100 children with a total of 18 staff members.

The development plan shows that the car parking area of the proposed development occupies the western portion of the subject site. The car parking area is proposed along the eastern verge of Nallan Lane fronting the subject site. Therefore, vehicle access and egress to the subject site will be directly via Nallan Lane.

The proposed development provides 27 on-site parking bays which comprises of 14 tandem bays and 13 single bays inclusive of an ACROD bay.

Pedestrian access to the proposed child care centre is available from the existing footpath networks on Kalli Street, Aurea Boulevard and Thundelarra Drive. A pedestrian walkway is proposed to the east side of the car park to connect with the existing footpath network provided on Kalli Street, Thundelarra Drive and Aurea Boulevard abutting the subject site.

A bin storage area is located at the northwest side of the child care building. The proposed development plan is provided in **Appendix A**.

3.0 Vehicle Access and Parking

3.1 Access

Vehicle access and egress to the subject site will be via Nallan Lane which provides direct access to the car parking area that is proposed on the eastern verge of Nallan Lane as shown in **Figure 2**.

Nallan Lane forms a T intersection (left in/left out only) with Aurea Boulevard at the northern end and a full movement T-intersection with Kalli Street at the southern end.

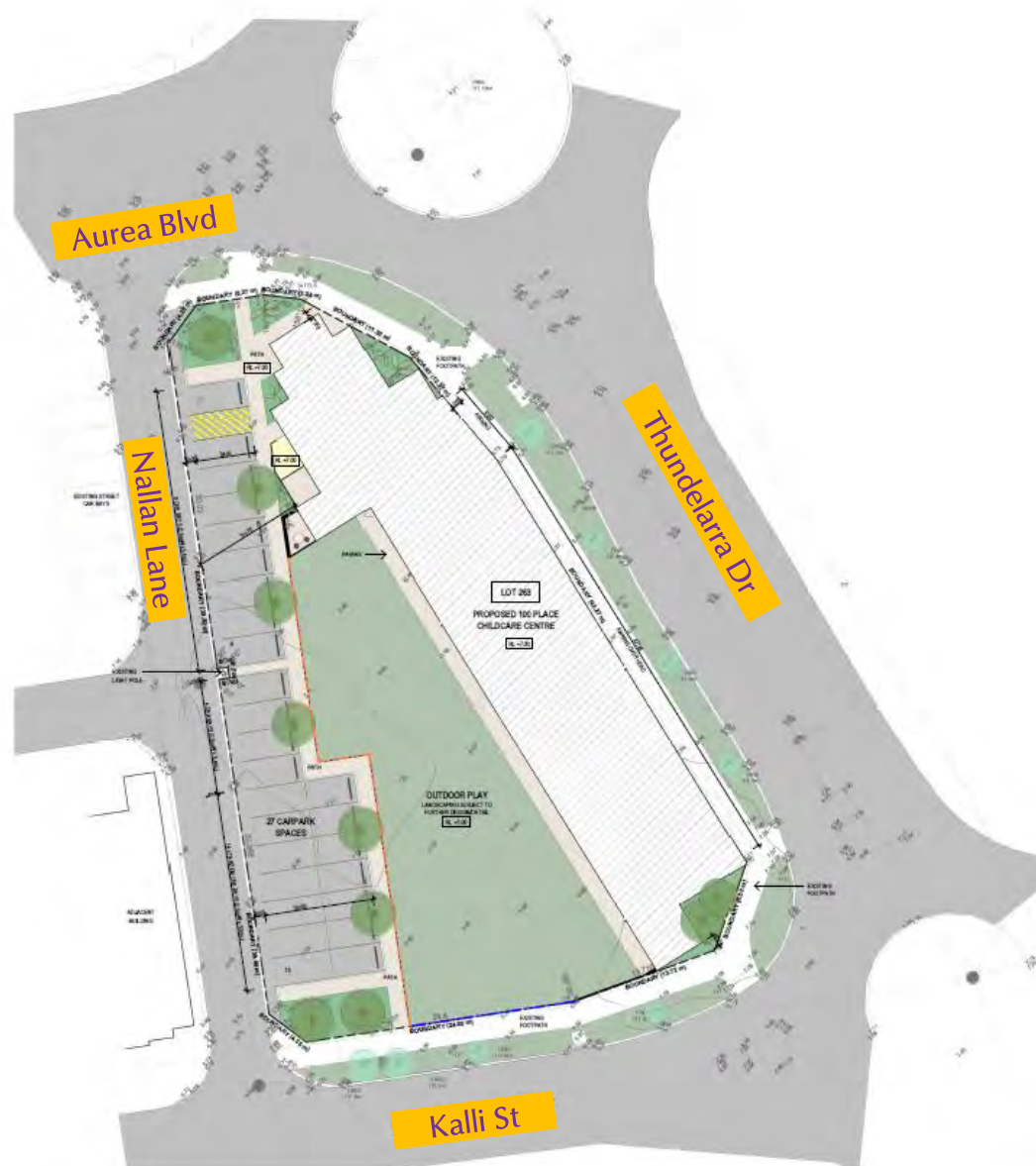




Figure 2: Access to the site

3.2 Parking Supply and Demand

The City of Rockingham Town Planning Scheme No.2 provides parking requirements for various land uses. The parking provision applicable to the proposed CCC is:

-  1 bay per employee; plus,
-  1 bay per 8 children.

The proposed child care centre will accommodate up to 100 children and 18 staff members. According to the City's Policy, the proposed child care centre requires a parking provision of 31 car parking bays. It is proposed to provide a total of 27 on-site parking bays inclusive of an ACROD bay which represents a theoretical shortfall of 4 bays.

The parking supply and demand is further discussed in the following section of the report.

3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated peak hour traffic generation of the proposed child care centre, to estimate the actual peak parking demand of the centre.

Section 6.0 of this report details the anticipated peak hour traffic generation of the proposed CCC. It was established that the calculated morning peak hour trip generation of the proposed CCC is 39 vehicles in and 36 vehicles out of the car park (afternoon peak hour is expected to generate less trips).

This represents a potential 39 vehicles using the child care centre car park during the peak hour.

The RTA NSW *"Guide to Traffic Generating Developments"* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the RTA guide is based on surveys of actual parking activity undertaken in New South Wales. The RTA guide indicates highest parking demand of 0.23 cars per child and the average recorded length of stay for all surveyed child care centres of 6.8 minutes.

Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.

It is therefore established that 7 bays ($39/6 = 6.5$ say 7) should be reserved for pick-up and drop-off activities during peak hour periods which result in actual parking demand of 25 bays (7 bays for drop off/pick up + 18 bays for staff).

The proposed development provides a total of 27 bays inclusive of an ACROD bay which satisfies and exceeds the estimated actual parking demand of the proposed child care centre.

It should also be noted that:

- + Some of the child care centre staff could potentially walk or use public transport to arrive to the site;
- + There are seven on street parking bays on the western verge of Nallan Lane right opposite to the subject site and a number of embayed public parking bays on Kalli Street and Arizona Parade in the immediate vicinity of the subject site to accommodate the child care centre patrons during the peak hour pick-up and drop-off activities if required;
- + Many patrons of the child care centre will be local residents, some of whom will walk their children to and from the centre;
- + Some patrons of the child care centre may be employed at the nearby Golden Bay Primary School and as such would not need to utilise the centre's car park for drop-offs and pick-ups as they would have a reserved parking space at the school; and,
- + The operator of the child care centre will also encourage staff car-pooling as an additional means of transport to and from the site which will further reduce the parking demand at the site.

For the reasons outlined above, it is considered that sufficient parking has been provided to meet the anticipated needs of the proposed child care centre.

4.0 Provision for Service Vehicles

A bin store is located at the north-western side of the child care building as shown in the proposed development plan in **Appendix A**.

It is understood that waste collection will take place on Nallan Lane by a private contractor. Waste will be collected during non – peak hour pick up and drop off time of the child care centre (i.e. between 10AM and 2PM).

The waste collection truck will be able to enter the site via Nallan Lane in forward gear, collect the waste and then exit the site via Nallan Lane in forward gear.

Turn path analysis undertaken in **Appendix B** confirms satisfactory movement of 8.8m waste collection truck within the site.

5.0 Hours of Operation

The proposed child care centre is proposed to operate during weekdays between 6:30AM to 6:30PM Monday to Friday.

6.0 Traffic Volumes

6.1 Existing Development Trip Generation

The subject site is currently vacant land and does not generate any traffic.

6.2 Proposed Development Trip Generation

In order to establish an accurate traffic generation rate for the proposed child care centre, traffic count surveys undertaken by Transcore at similar centres in the Perth metropolitan area were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:00AM–10:00AM and 3:00PM–6:00PM.

From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- ✚ 7:00AM–10:00AM: 1.58 trips per child (52% in / 48% out); and,
- ✚ 3:00PM–6:00PM: 1.67 trips per child (47% in / 53% out).

From this information, the traffic generation rate for the combined period of 7:00AM–10:00AM and 3:00PM–6:00PM was calculated as 3.25 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- ✚ AM peak hour: 8:00AM – 9:00AM: 0.75 trips per child (52% in / 48% out); and,
- ✚ PM peak hour: 4:30PM – 5:30PM: 0.49 trips per child (43% in/ 57% out);

Comparison of the six-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods and that full concentration of traffic does not occur in the peak hour. The AM peak hour represents 47% of the 3-hour AM peak period traffic generation and the typical school PM and road network PM peak hours represent 36% and 29% of the 3-hour PM peak period traffic generation, respectively. As such, childcare centres operate quite differently to schools as their peak period is spread out.

Accordingly, the following number of trips was estimated for the proposed child care centre, assuming a maximum scenario of 100 children being present (i.e. centre at full capacity):

- ✚ AM peak hour: 75 trips generated (39 in / 36 out);
- ✚ PM peak hour: 49 trips generated (22 in / 27 out); and,
- ✚ Daily traffic generation: 350 trips generated (175 in / 175 out).

6.3 Traffic Flow

Considering that all access to the site is available from Nallan Lane, it is concluded that all the estimated development generated traffic would arrive/ depart to and from the site via Nallan Lane and then dissipate throughout the local road network.

As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar.

Hence, based on the general spatial distribution of existing and future residential developments in the immediate area, permeability of the local road network and the assumption that all traffic attracted to the proposed child care centre would arrive/ depart via Nallan Lane, the child care centre's traffic distribution adopted for this analysis is as follows:

- ✚ 25% to/from the west on Aurea Boulevard;
- ✚ 40% to/from the east on Aurea Boulevard;
- ✚ 10% to/from the north on Thundelarra Drive; and,
- ✚ 25% to/from the south on Thundelarra Drive.

Figure 3 illustrates the trip generation and traffic distribution over the local road network for the proposed child care centre.

The vehicles expected to access the site are likely to be private passenger cars with a portion of 4WD.



Figure 3. Total traffic generated by the proposed development – Weekday AM, weekday PM peak hours and daily

6.4 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

It is clear that the traffic increase from the proposed child care centre development would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.2**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant.

7.0 Traffic Management on the Frontage Streets

Nallan Lane, west of the subject site, is constructed as 6.0m wide two-lane undivided road featuring on street parking to the north-western side of the road as shown in **Figure 4**. It is classified as an *Access Road* in the Main Roads WA *Functional Road Hierarchy* and operates under the built-up area speed limit of 50km/h.

Nallan Lane forms T-intersections with Aurea Boulevard to the north and Kalli Street to the south.



Figure 4: Northbound view along Nallan Lane

Thundelarra Drive, east of the subject site, is constructed as a two-lane road with landscaped median. It features 2.0m wide shared path and on street cycle lanes on either side of the road as shown in **Figure 5**. It is classified as an *Access Road* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the default, built-up area speed limit of 50km/h.

Thundelarra Drive forms roundabout intersections with Aurea Boulevard and with Kalli Street/Talisker Bend in the immediate vicinity of the subject site.

Pedestrian crossing facilities with refuge islands are available on all four legs of the roundabout intersections of Aurea Boulevard/ Thundelarra Drive and Thundelarra Drive/Kalli St/Talisker Bend.



Figure 5: Southbound view along Thundelarra Drive

Kalli Street, south of the subject site, is constructed as a 6.0m wide single carriageway street with pedestrian paths on either side of the road as shown in **Figure 6**. It also features embayed car parking on both sides of the road. It is classified as an *Access Road* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the default, built-up area speed limit of 50km/h.

Kalli Street forms a roundabout intersection with Thundelarra Dr/Talisker Bend to the east and a T-intersection with Arizona Parade to the west.



Figure 6: Westbound view along Kalli Street

Aurea Boulevard, north of the subject site, is constructed as a two-lane road with landscaped median. It features embayed on-street car parking and on-street cycle lanes on either side of the road as shown in **Figure 7**. Pedestrian paths are also provided on both sides of the road. It is classified as a *Local Distributor Road* in the

Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the default built up speed limit of 50km/h.



Figure 7: Westbound view along Aurea Boulevard

8.0 Public Transport Access

Public transport services in the vicinity of the subject site are illustrated in **Figure 8**. The closest bus service to the subject site is bus route 558 which traverses along Warnbro Sound Avenue, east of the subject site. Bus route 558 runs between Rockingham Station to Mandurah Bus Station via Warnbro Station.

The nearest bus stop is located on Warnbro Sound Avenue approximately 170m north east of the subject site which is accessible via the existing footpath network pedestrian crossing facility.

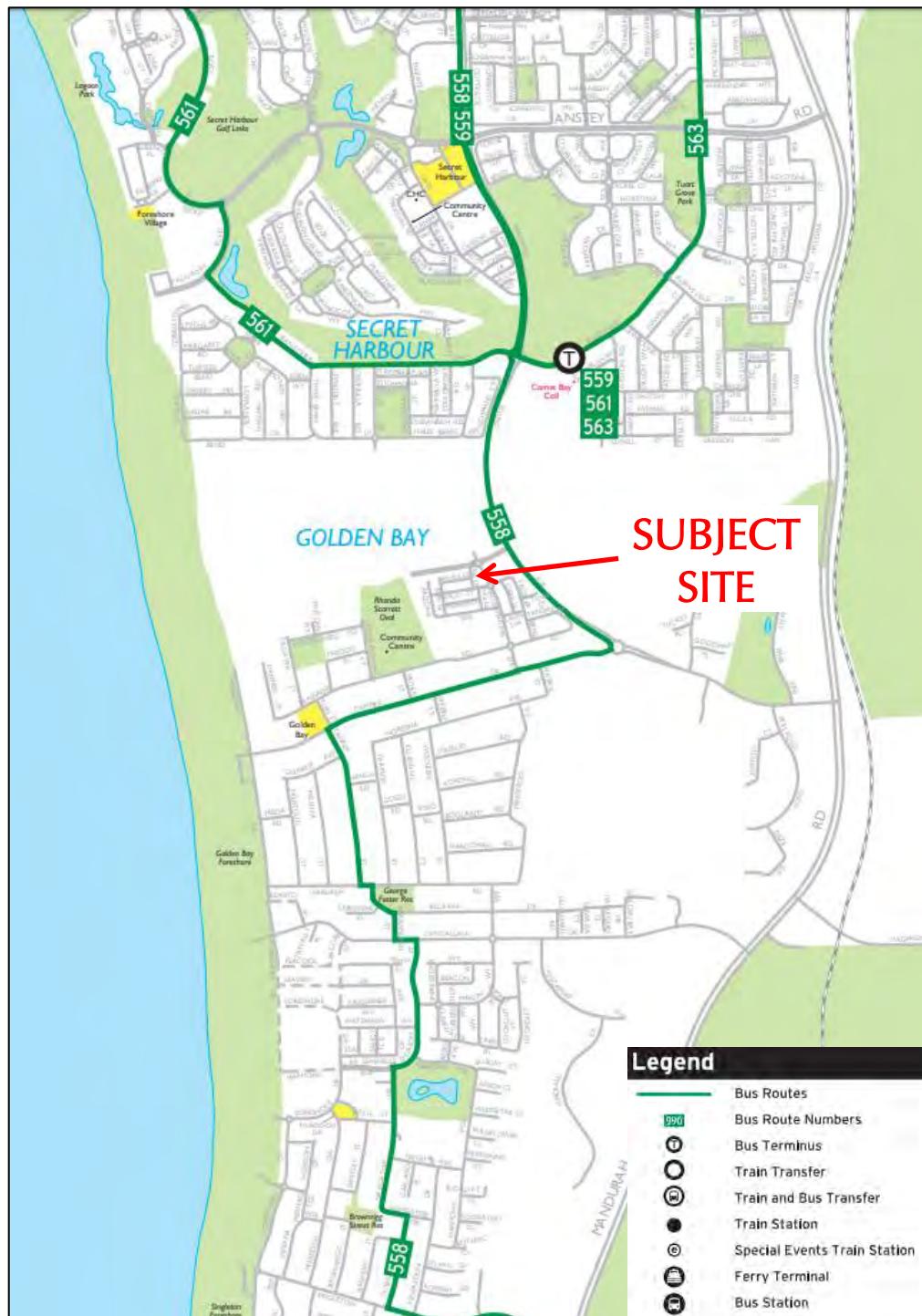


Figure 8: Public transport services (Transperth Maps)

9.0 Pedestrian Access

Pedestrian access to the proposed development is available directly from the existing external footpath network on Kalli Street, Aurea Boulevard and Thundelarra Drive.

10.0 Cycle Access

Existing bicycle facilities in the vicinity of the subject site are shown in **Figure 9**, which is sourced from the Department of Transport's Perth Bike Map series. This map was prepared in 2016 and shows that shared paths were already provided on Warnbro Sound Avenue and Dampier Drive.

However, shared paths are now also available on Aurea Boulevard, Thundelarra Drive and Kalli Street abutting the subject site. On-street cycle lanes are available on either side of Aurea Boulevard and Thundelarra Drive to the north and east of the subject site.

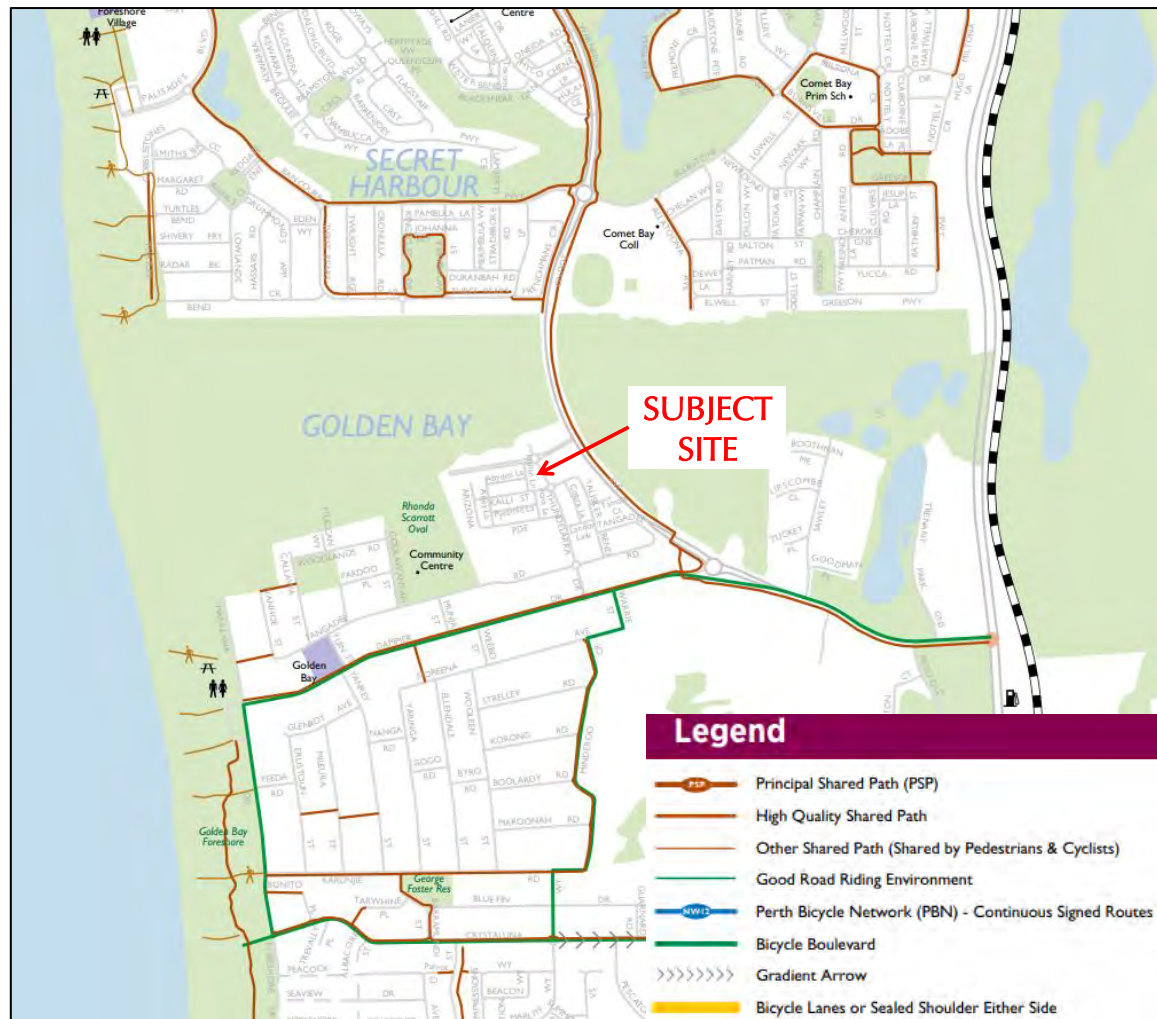


Figure 9: Perth bike map series – local area

11.0 Site Specific Issues

No site-specific issues have been identified for the proposed child care centre.

12.0 Safety Issues

No particular safety issues have been identified for the proposed child care centre.

13.0 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Accord Property with regard to a proposed child care centre to be located at Lot 263 Aurea Boulevard, Golden Bay, in the City of Rockingham.

The subject site is vacant land with a total area of 2250m². The subject site is located at the southwest corner of the roundabout intersection of Aurea Boulevard and Thundelarra Drive, with Kalli Street and Nallan Lane forming the southern and western boundaries of the site.

Vehicle access and egress to the subject site will be via Nallan Lane which provides direct access to the car parking area that is proposed on the eastern verge of Nallan Lane.

Based on the assessment undertaken in this report, the proposed parking supply of 27 bays inclusive of an ACROD bays represents a 4-bay shortfall under the City's parking policy but is shown to be sufficient to cater for the actual parking demand expected to be generated by the proposed child care centre and should therefore be considered satisfactory.

The site features good connectivity via the existing road network, path network and has convenient access to the existing public transport service on Warnbro Sound Avenue.

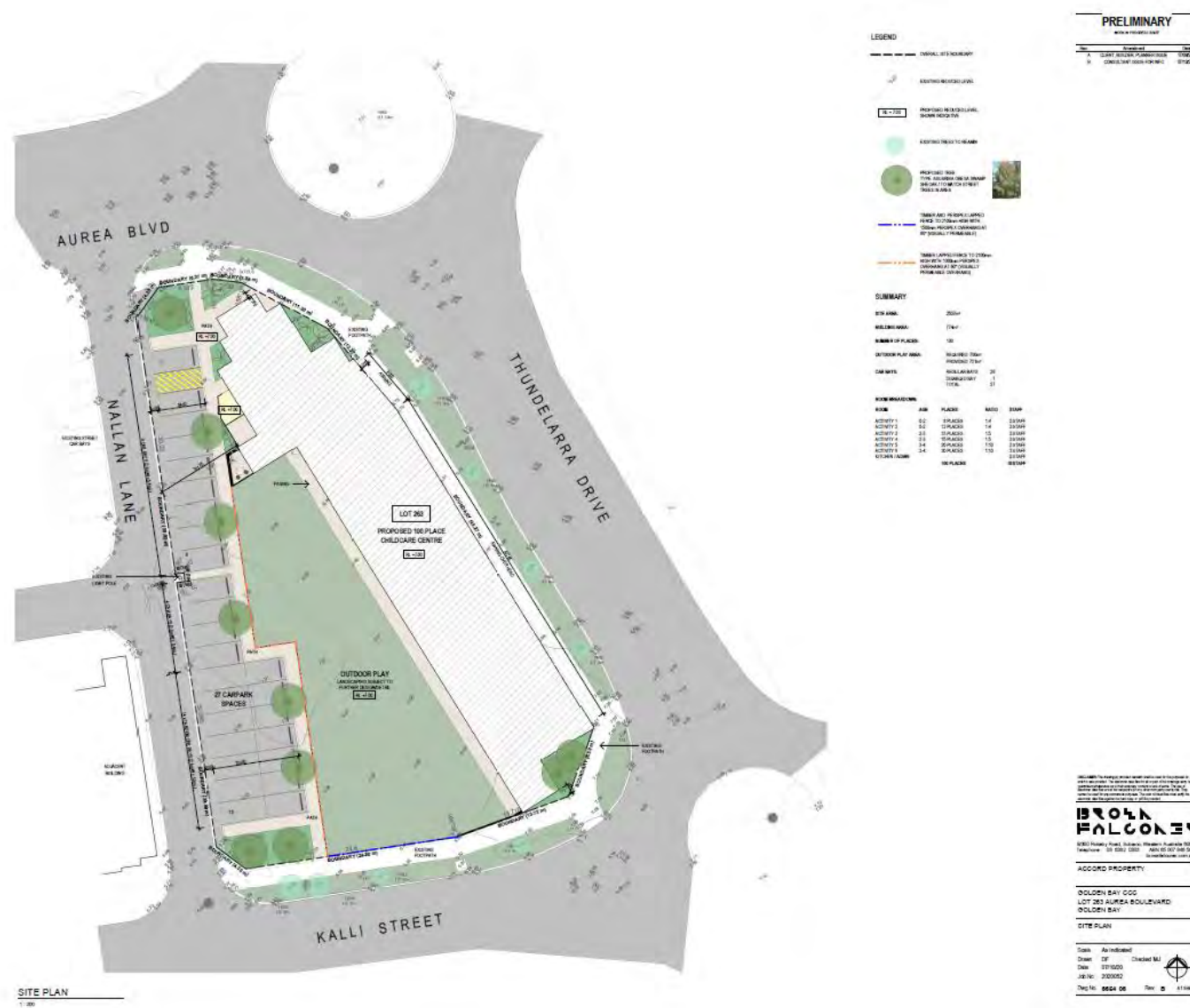
The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is estimated to be in order of 350 daily trips with 75 AM and 49 PM peak hour trips (total of both inbound and outbound movements) respectively. Accordingly, the traffic generation of the proposed development is relatively low and as such would not have significant impact on the surrounding road network.

No particular transport or safety issues have been identified for the proposed child care centre development.

Therefore, it is concluded that the findings of this Transport Impact Statement are supportive of the proposed child care centre.

Appendix A

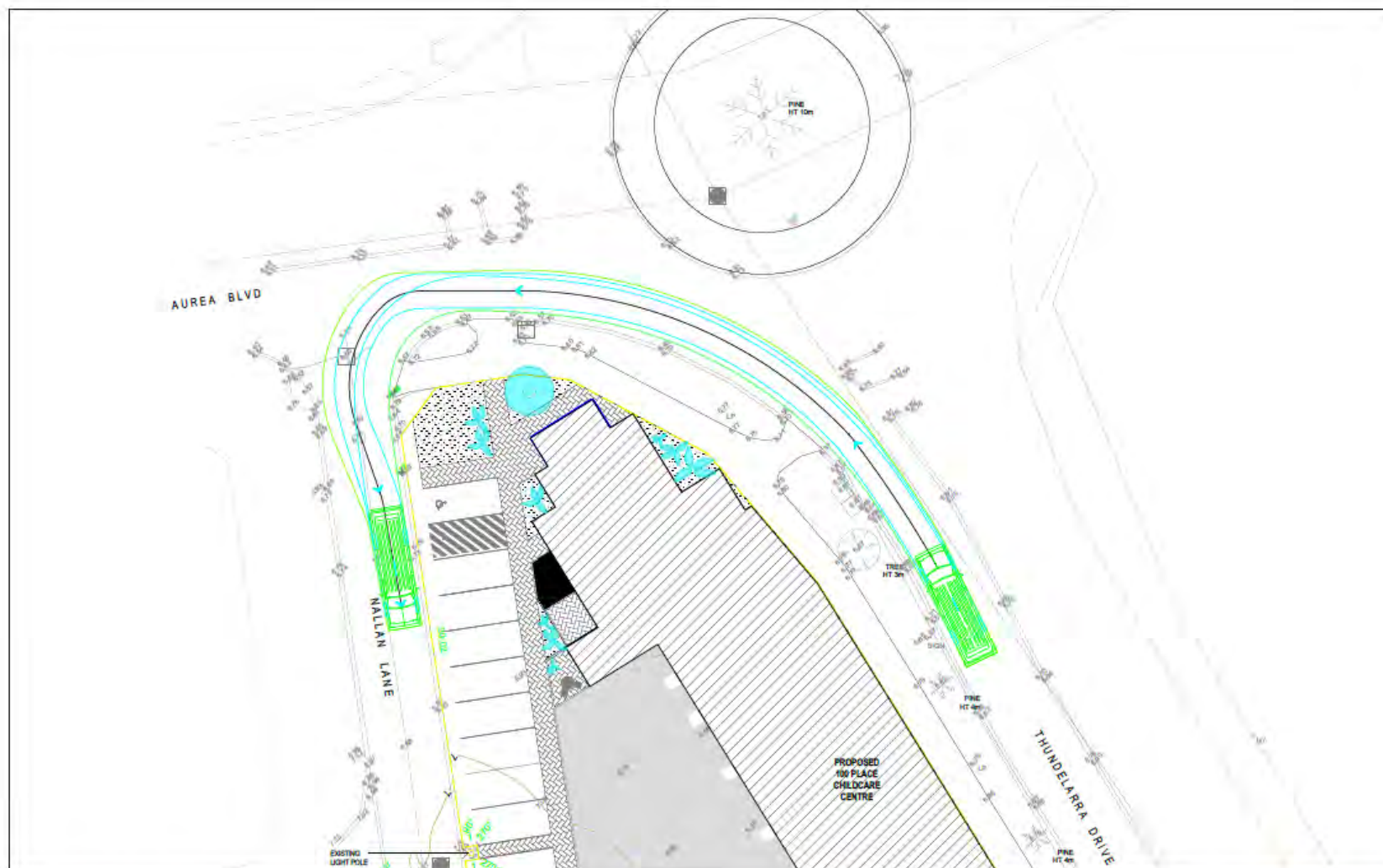
PROPOSED DEVELOPMENT PLAN





Appendix B

TURN PATH ANALYSIS



Lot 263 Aurea Boulevard, Golden Bay
Austroads 2013: 8.8m Service Vehicle
Service vehicle entry

LEGEND
Vehicle Body
Wheel Path



t20.209.sk03
5/11/2020
Scale: 1:250 @ A3





Lot 263 Aurea Boulevard, Golden Bay
Austroads 2013: 8.8m Service Vehicle
Service vehicle exit

LEGEND
Vehicle Body
Wheel Path



t20.209.sk04
5/11/2020
Scale: 1:350 @ A3



Summary of Submissions

Noise
<p><u>Submission:</u></p> <p>Concern that noise from the proposed child care premises (ie noise from children playing, vehicle noise and mechanical plant noise) will adversely impact on surrounding residential amenity. This is a particular concern for the residential property owner at 10 Kalli Street which is reported to be the most potentially affected property.</p>
<p><u>Applicant's Response:</u></p> <p>The initial Environmental Noise Assessment prepared by Lloyd George Acoustics demonstrated compliance of the proposed child care centre with the <i>Environmental Noise Regulations 1997</i> subject to measures / recommendations.</p> <p>The acoustic peer review prepared by Reverberate also confirmed these findings, while suggesting revised fencing treatments which also comply with the Noise Regulations.</p> <p>Reverberate Consulting undertook a site visit to determine the current height and state of noise barriers at the nearest receptors. This was particularly relevant for 10 Kalli Street, being the closest and potentially most affected existing residence.</p> <p>The existing Colorbond fence on Nallan Lane facing the proposed child care centre was found to be in good condition, with no noticeable gaps or noise leakage paths. The fence was measured to be 1.8m high, on a masonry retaining wall varying between 330 and 180 mm high above the Nallan Lane kerb.</p> <p>The ground level at 10 Kalli St was approximately 150 mm lower than the top of the masonry retaining wall meaning the effective noise barrier height is approximately 1.95m to the residence at 10 Kalli Street (instead of the previously modelled 1.6m high).</p> <p>The increased barrier height results in a reduction in child care noise reaching 10 Kalli Street from children playing outside, mechanical services and car doors closing.</p>
<p><u>Submission:</u></p> <p>Concern about the robustness of the applicant's Acoustic Report, including the noise modelling assumptions used; the practicality and enforceability of the recommended noise attenuation measures.</p>
<p><u>Applicant's Response:</u></p> <p>The initial Environmental Noise Assessment prepared by Lloyd George Acoustics demonstrated compliance of the proposed child care centre with the <i>Environmental Noise Regulations 1997</i> subject to measures / recommendations.</p> <p>To respond to community concerns, an acoustic peer review was prepared by Reverberate to provide an additional level of robustness in the reporting, ensuring the proposed fencing treatments provide sufficient acoustic attenuation and no adverse amenity impacts to nearby residences by way of noise.</p> <p>The peer review confirmed the findings of the Lloyd George Acoustics report, while suggesting revised fencing treatments which also comply with the Noise Regulations. The fencing recommendations made by Reverberate have been incorporated into the revised development plans. Accordingly, the proposed development will have no adverse impacts on the amenity of the locality from a noise generation perspective.</p>

The proposed fencing to the outdoor play area has been updated to reflect the outcomes of the acoustic assessment and further modelling. The only management measure required to ensure compliance with the Noise Regulations is the restricted use of select parking bays prior to 7am. Post 7am, all car parking bays are compliant with the assigned levels.

Until a dwelling is built at 17 Aurea Boulevard, up to 19 car parking bays are available on site which comply with the night-time assigned levels (i.e. are able to be used prior to 7am). Once a dwelling is built (assuming no acoustic fence is constructed) seven car parking locations are available for use prior to 7am. These are car parking bays 5b, 6a & b, 7a & b, 8 and 9.

Submission:

To address the assigned noise level exceedances, the Acoustic Report recommends the installation of 2.1m/2.4m high acoustic fencing (with additional height overhangs) along the western and southern boundaries of the outdoor play area. Concern that a 'garrison' type wall of this magnitude does not represent good quality design and should be reconsidered.

Applicant's Response:

Fencing surrounding the outdoor play area has been revised following the fencing recommendations made by Reverberate Consulting. The development now proposes:

- A 2.57m high masonry wall with acrylic sheet openings for the portion of the outdoor play area fronting Kalli Street.
- A 1.8m high Colorbond fence (double thickness) with 0.6m of acrylic sheeting above (total height of 2.4m) for the portion of the outdoor play area fronting Nallan Lane.

The proposed fencing provides the necessary acoustic attenuation to comply with the Noise Regulations and ensure no adverse amenity impacts by way of noise are experienced by nearby dwellings. The acrylic sheet openings along the Kalli Street fencing provides for passive surveillance, while maintaining suitable privacy for the children.

The acrylic sheeting on top of the Colorbond fencing fronting Nallan Lane reduces the perceived height of the fencing for both children playing outside and its appearance to the streetscape. Fencing along both frontages will be softened by landscaping.

Submission:

To attenuate noise from car doors closing, the Acoustic Report recommends the installation of an acoustic wall on 17 Aurea Boulevard when a dwelling is constructed on that land in the future. Concern about the legal ability to implement this measure, given this land is outside of the development application area.

Applicant's Response:

Please refer to the response provided above.

Until a dwelling is built at 17 Aurea Boulevard, up to 19 car parking bays are available on site which comply with the night-time assigned levels (i.e. are able to be used prior to 7am). Once a dwelling is built (assuming no acoustic fence is constructed) seven car parking locations are available for use prior to 7am. These are car parking bays 5b, 6a & b, 7a & b, 8 and 9.

Consistent with the other established dwellings in the locality, it can be reasonably expected that a solid fence (i.e. a noise barrier) will be constructed on the eastern boundary of 17 Aurea Boulevard, when the dwelling is built. Until such a time, the use of parking bays prior to 7am can be appropriately managed to ensure no adverse noise impacts on nearby dwellings.

Submission:

The Traffic Impact Statement indicates that the 7 existing car bays on the western side of Nallan Lane will likely be used by parents dropping off/ collecting children. Noise from this source is not accounted for in the Acoustic report.

Applicant's Response:

An assessment of vehicle noise from the existing public parking bays has not been undertaken, as the proponent is not in control of these bays or the vehicles parking in them. The public car bays are under the jurisdiction of the City of Rockingham. It is up to the City whether they wish to restrict parking in these bays prior to 7am.

The proposed development provides sufficient bays to accommodate both staff and visitors, with use of the 7 existing bays not required (especially prior to 7am).

Traffic

Submission:

Concern about traffic generated by the childcare premises causing congestion and traffic safety issues in Nallan Lane, as:

- Nallan Lane is designed as a laneway and provides rear access to the R40 residential land to the west. The applicant's Transport Impact Statement report does not adequately assess the impact of the proposal on this residential traffic.
- Vehicles using the proposed car parking area will need to reverse manoeuvre into the laneway, which is also used by residential traffic;
- In the case of staff vehicle parking, additional manoeuvring is required due to the tandem car parking arrangement proposed. This is not considered to be a practical arrangement.
- The Traffic Impact Statement acknowledges that the 7 existing parking bays on the western side of Nallan lane are likely to be used by traffic associated with the proposed childcare centre. This is considered inappropriate as the bays are intended for the use of visitors to the rear-loaded residential lots to the west.

Applicant's Response:

The proposed development will not generate high traffic volumes, with approximately 75 and 49 vehicles during the weekday AM and PM peak hours, respectively. This level of traffic generation is relatively minimal and falls within the threshold of a Transport Impact Statement as set out by the WAPC guidelines.

Nallan Lane is able to accommodate the traffic generated by the proposed development, as indicated in the TIS. Nallan Lane is a low volume, low speed traffic environment, so the parking manoeuvres will be able to be undertaken safely without any significant traffic impact.

The TIS establishes that the parking demand of the proposed child care centre does not rely upon the additional 7 existing parking bays on Nallan Lane. If residential visitor access to these bays becomes an issue in the future, this can be addressed by the City.

Submission:

Concern about the robustness of the applicant's Transport Impact Statement report, including the reported assumptions as well as perceived errors and omissions.

Applicant's Response:

The TIS has been prepared by Transcore (a suitably qualified traffic engineering consultant) in accordance with WAPC guidelines for a development generating this level of traffic. More detailed reporting (such as a Traffic Impact Assessment) would be appropriate for a larger scale development generating a higher level of traffic. The level of reporting provided within the TIS is appropriate for this development and in accordance with the WAPC's Transport Impact Assessment Guidelines.

Submission:

There is a lack of parking provided for the child care premises given the number of staff and children proposed, generating the potential for overflow parking to occur on Abydos Lane and in the surrounding streets.

Applicant's Response:

Based on 100 children and 18 staff, a total of 31 parking bays are required (of which 18 must be dedicated to staff). The proposed development provides 18 staff bays and 9 visitor bays onsite, with one accessible bay provided. Accordingly, a 4 bay 'on paper' car parking shortfall is proposed.

The estimated morning peak hour trip generation of the child care centre is 39 vehicles in and 36 vehicles out of the car park. This represents a potential 39 vehicles using the child care centre car park during the peak hour. This is the assessed 'worst case' usage of the car park during the peak hour.

The RTA NSW "Guide to Traffic Generating Developments" indicates an average recorded length of stay of 6.8 minutes for all surveyed child care centres. Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.

Therefore, a minimum of 7 visitor parking bays ($39 \text{ vehicles} / 6 \text{ vehicles} = 6.5 \text{ bays}$) should be reserved for drop-off and pick-up activities peak hour periods. This results in an actual parking demand of 25 bays (7 visitor + 18 staff bays = 25 bays). The proposed development provides 6 designated visitor parking bays to meet the actual visitor parking demand and 17 bays to accommodate the maximum of 17 staff on site at any one time. The reduced visitor bay demand of 7 bays, means the provision of 27 bays could adequately accommodate parking needs of staff and visitors at capacity. Efficient use of space is maximised through the inclusion of 14 tandem bays, for staff use.

Property Values**Submission:**

Concern that the proposed child care premises will adversely impact surrounding property values.

Applicant's Response:

Property values pre or post development is not a valid planning consideration.

Proposed Landuse**Submission:**

Concern that the proposed child care premises is not an appropriate use for this site.

Applicant's Response:

The Child Care Premises land use is a 'D' (Discretionary) use within the Commercial zone. The use is therefore capable of being approved, subject to the exercise of discretion by the decision maker.

The proposed child care centre use is entirely appropriate and suitable for establishment on the subject site for the following reasons:

- The proposed child care centre will provide essential child care and early learning services to the established and growing Golden Bay community within an existing community/commercial precinct.
- The proposed child care centre is ideally located at the intersection of Thundelarra Drive and Aurea Boulevard to provide good connectivity from the surrounding Golden Bay locality, and is located in close proximity to other services in the area including Golden Bay Primary School and the emerging commercial centre.

- The design of the development is sympathetic to the surrounding planned commercial context and ensures an active interface with the street. Building bulk has been concentrated at the northern portion of the subject site to present an attractive entrance statement to the commercial centre at the intersection of Thundelarra Drive and Aurea Boulevard.
- The proposed development has been deliberately designed and configured to minimise any intrusive impact on the amenity of surrounding residential properties. In this regard, an acoustic report demonstrates compliance with the relevant Environmental Noise Regulations.
- The proposal is supported by a Traffic Impact Statement which demonstrates it is entirely acceptable from a traffic and access point of view.

For the reasons outlined above, the proposed child care premises is entirely appropriate for development on the subject site.

Submission:

Concern that it would not be viable to approve a second childcare premises in close proximity to another approved childcare premises proposed on nearby land (Lot 716 Thundelarra Drive).

Applicant's Response:

The viability of the proposed child care centre is a commercial consideration and not a valid planning consideration. There is clearly a demand for child care centres in the locality.

The proximity of other child care centres in the locality has been considered as part of commercial due diligence. The proposed child care facility is sufficiently separated from other centres, with the closest centre being Great Beginnings Secret Harbour, located approximately 1.2km from the site. Please refer to the additional justification for child care centre demand below.

Planning Framework

Submission:

The application is inconsistent with the City's Planning Policy 3.3.5 Childcare Premises, in that:

- Approval of this application will result in an over-supply of this service in the vicinity of Golden Bay. Policy provisions are not addressed in the application, which deal with the location and distribution of childcare centres, and the need to ensure that childcare centres provide the maximum amount of benefit to the community through their distribution.
- There is an approved child care premises proposed nearby on Lot 716 Thundelarra Drive and the application does not adequately address the policy requirement which states *"where, in the opinion of the Manager, Statutory Planning, a proposed Child Care Premises may have an adverse impact on the level of service to the community by similar existing or approved facilities, the proponent will be required to provide further information in regard to the level of existing services in the locality, proximity to other child care premises, population catchments for the proposed child care centre premises and the number of primary schools and kindergartens in the locality, in relation to the development of the proposed new facility."*
- The proposed parking is inadequate to comply with the policy.

Applicant's Response:

The proposed child care centre will not result in an oversupply of child minding services in Golden Bay. There is clearly a demand for child care centres in the locality, with the proximity of other child care centres in the locality considered as part of commercial due diligence.

Using the latest ABS census data, we provide the following summary of the evident demand:

- The suburbs of Secret Harbour, Golden Bay and Singleton form a catchment in which there are currently 1,769 persons aged 0-4 years. In this same catchment area there are currently only 4 childcare centres. These are the Goodstart Early Learning Secret Harbour (97 places), Great Beginnings Secret Harbour (92 places), Tiny Timms Singleton (63 places) and Small Friends Playschool Singleton (45 places). Therefore, there is only a total of 297 licensed childcare places within this catchment area servicing the 1,769 children. This forms a ratio of 5.96 0-4 year old's per licensed place (a high demand ratio). An average demand ratio typically sits in the 3-4 range. Even adding the 105 licensed places (proposed development) into this catchment only brings the ratio down to 4.4 0-4 year old's per licensed place, indicating there is still demand incorporating the proposed development. In addition, if we include the 92 place centre across the road into the equation, the demand ratio will be 3.58 0-4 year old's per licensed place, a ratio within the range operators find acceptable and sustainable.
- The suburb of Golden Bay forms a catchment in which there are currently 396 persons aged 0-4 years of age, where there are currently no existing childcare centres in the entire suburb of Golden Bay. If we apply the numbers to the suburb there will be a total of 105 places within this catchment area servicing the 396 children. This forms a ratio of 3.77 0-4 year old's per licensed place, this is at the higher end of an average demand ratio, indicating again that this area is undersupplied but also capable of servicing the proposed development.
- Golden Bay and Singleton present good population growth numbers especially following the national and state home builder grants. The majority of these are being used by young families or young couples looking to start a family. This will bring more children to the area and increase the demand for licensed places in this area in the future.

In summary, all catchment area's surrounding the proposed development are undersupplied for childcare places, supporting the proposed development from a community needs perspective.

The City's *Local Planning Policy 3.3.5 - Child Care Premises* acknowledges there is growing demand for child care facilities in all parts of the City, and this demand is expected to continue given the current and expected urban development being experienced. Noting Golden Bay is currently undergoing substantial residential subdivision and development, the proposed development is entirely consistent with this policy position.

The proposed supply of parking has been demonstrated to be sufficient and is supported by a TIS.

Submission:

The proposal does not comply with the Golden Bay Neighbourhood Centre Local Development Plan requirements, in that:

- The land is identified on the LDP for medium density grouped housing;
- The access and parking arrangements proposed are inconsistent with the LDP;
- The proposed development does not provide an adequate continuous activated street frontage;
- The Indicative Development Plan (contained within the LDP) identifies a childcare premises use on Lot 716 Thundelarra Drive and residential development on the subject site.

Applicant's Response:

An assessment against the provisions of the Detailed Area Plan was provided in the development application report, with the proposed development found to be largely consistent.

It is noted in the indicative development plan that the annotation of specific uses in the plan is to illustrate potential outcomes and does not constitute a requirement for specific land uses in specific

locations. The indicative development plan is, by virtue of its name, indicative. It provides an indication of the built form and possible land uses that could arise from the Detailed Area Plan.

The access and car parking arrangements have been assessed within the TIS and are considered acceptable. Access and car parking is not inconsistent with the Detailed Area Plan, with access from Nallan Lane.

An active frontage with a nil setback provided to Thundelarra Drive, with use of glazing and a northern entry statement. Awnings for pedestrian cover are provided to the majority of the Thundelarra Drive frontage. This is consistent with main street design.

The Detailed Area Plan, although designating the subject site for future medium density housing, is able to be departed from. The City are supportive of a child care centre on the subject site (subject to appropriate design) and there is a clear demand for child care services in the locality. For the reasons outlined above, there are strong merits for a minor departure from the Detailed Area Plan.



Friday, 4 December 2020

Reference: P191040LT1 Rev 1.docm

Mr Lance Meyer
806/147 Pirie Street
Adelaide SA 5000

Dear Mr Meyer,

Peer Review – Golden Bay Childcare

Reverberate has undertaken a Peer Review of an acoustic report entitled
Childcare Noise Assessment – Lot 263 Thundelarra Drive, Golden Bay, Ref: 20085677-01.docx
Dated 25/09/20, by Lloyd George Acoustics [LGA]

This review was undertaken to challenge the robustness of the LGA report and to note any specific areas of concern that arise. During the course of this review, feedback was received from the City of Rockingham, requesting further information on various aspects covered by the LGA report. This Peer Review addresses the City's requests

The principal tasks of this review were to assess the noise impact from the following sources:

- Children playing outdoors
- Carpark noise emission consisting of car doors, vehicle movement and engine idling
- Mechanical plant noise emission
- Staff in the outdoor alfresco area
- Waste Collection

This memorandum summarises our findings.

1.0 SUMMARY

The noise impact of the following sources has been considered in the LGA report

- Children playing outdoors
- Carpark car door closing noise emission
- Mechanical plant noise emission

Overall, the noise assessments in the LGA report are supported by our review. There are some inconsistencies in LGA which are discussed in the following Section.

Of the conclusions drawn by LGA it was found that a noise barrier is not required at 17 Aurea Blvd to enable pre-7am activity in the carpark and at the site. This conclusion is based on our site visit and ground-truthing and is discussed below.

The overall noise emission from the childcare centre site can be controlled to meet the requirements of the Environmental Protection (Noise) Regulations 1997. On this basis we consider the potential noise emissions from the site acceptable.

Specific items from the LGA report are discussed in Section 2 below.

For the reasons outlined in this summary we recommend approval of the childcare centre development.

2.0 DETAILED ASSESSMENT

2.1 Assigned Levels

LGA in their assessment of Assigned Levels summarised the extent of commercial areas in their report¹. This has been reproduced below in Figure 1. The LGA identified commercial areas are shown in blue. An additional, commercially zoned parcel of land (Lot 622 on DP 408508) was absent in the LGA assessment. This parcel is shown in orange below.

Figure 1- Golden Bay Childcare Centre – Land Use Map



It was found that the Assigned Levels for residences along Kallie St remain unchanged by this discrepancy, but increase by 1 dB for the (future) dwelling at 17 Aurea Blvd. These Assigned Levels, and corresponding calculations are shown in Table 1 and Table 2 below.

¹ LGA, Figure 2-1, page 6

Table 1 – Assigned Levels – #17 Aurea Boulevard

Receiving Premises	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises – Highly Sensitive	0700 to 1900 hours Monday to Saturday	47	57	67
	0900 to 1900 hours Sunday and public holidays	42	52	67
	1900 to 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday or to 0900 hours Sunday and public holidays	37	47	57
Noise Sensitive Premises – any area other than highly sensitive area	All hours	60	75	80

Table 2 – Influencing Factor Calculations – #17 Aurea Boulevard

Type of Land	450m Radius	100m radius	Total
Industrial Land	0%	0%	0.0 dB
Commercial Land	5%	28%	1.6 dB
Transportation Factor			0 dB
TOTAL Influencing Factor			2 dB

By way of reference, the L_{A10} daytime Assigned Level for childcare noise emission, and/or mechanical services noise emission are then as follows:

Location	Assigned level
10 Kalli St	46 dB
17 Aurea Blvd (Prior to construction of a dwelling)	60 dB
17 Aurea Blvd (after dwelling construction)	47 dB

Likewise, the L_{Amax} night-time Assigned level for pre-7am car door closing in the Childcare carpark are:

Location	Assigned level
10 Kalli St	56 dB
17 Aurea Blvd (Prior to construction of a dwelling)	80 dB
17 Aurea Blvd (after dwelling construction)	57 dB

2.2 Ground Truthing

Reverberate undertook a site visit to determine the current height and state of noise barriers at the nearest receptors. This is particularly relevant for 10 Kalli St, being the closest and potentially most affected existing residence.

The noise barrier on Nallan Lane (Figure 2), facing the proposed childcare centre was found to be in good condition, with no noticeable noise leakage paths.

The barrier was measured to be 1.8 m high and sat on a masonry retaining wall varying between 330 and 180 mm high above the laneway kerb. The height variation was due to the slight slope in this area. The ground level at 10 Kalli St was approx. 150 mm lower than the top of the masonry retaining wall. The effective noise barrier height was therefore approx. 1.95 m to the residence at 10 Kalli St, not 1.6 m as modelled by LGA².

This increase in barrier height results in a reduction in childcare noise reaching 10 Kalli St compared to that forecast by LGA. This improved barrier reduces noise from children, mechanical services, carpark and other noises from the childcare.



Figure 2- 10 Kalli St boundary barrier to Nallan Lane

² LGA report Section 3.2, page 8

2.3 Noise From Children Outdoors

LGA has assessed, among other scenarios the noise from all children playing simultaneously outdoors. The Centre caters for a total of 100 children, with the following breakdown:

Age	Number of Groups	Total numbers
0 – 2 yo	2 groups	20 children
2 – 3 yo	2 groups	30 children
3 – 5 yo	2 groups	50 children
TOTAL	6 groups	100 children

It is unlikely that a childcare centre would typically operate with all children outside at once. From information received from the centre this would likely occur only very rarely, the typical operating pattern being a smaller number of children outdoors at once. From our experience it is more common that approx. 50 % of the children are outdoors at any particular time. We have nevertheless reviewed the noise impact based on 100% outdoor occupancy. Such a conservative assumption introduces a 'safety factor' of approx. 3 dB to the analysis, whereby the actual noise from the childcare centre is approx. 3 dB lower than that presented in the noise forecasts in this review, or by LGA.

It is also noted that LGA have used an 'area source' to forecast noise emissions from the children. It is debatable whether child noise in outdoor areas is better described by an 'area source' or a series of 'point sources'. Reverberate has modelled the noise emission both ways for this site and found that there is negligible difference between the two methods.

As part of the Peer Review, straight noise barriers were considered, as an alternative to the LGA overhang barriers. These barrier recommendations, to control outdoor child noise and meet the L_{A10} daytime Assigned Levels are summarised below in Table 3 and the attached Brown & Falconer drawings 3354 03 Rev D and 3354 06 Rev E.

Table 3 – Revised Playground Barrier Recommendations

Side of Playground	LGA 'Overhang' Barriers	Reverberate Straight Barriers
South Side	2.1 m plus 1.5 m overhang	2.55 m straight barrier
West Side	2.1 m plus 1.0 m overhang	2.4 m straight barrier

The recommended construction materials to meet the minimum acoustic requirements for the straight barriers are as follows:

- A. 2 x skins of 0.42 mm BMT colorbond (either on same side or opposite sides of columns/frames)
- B. 6 mm FC
- C. 90 mm brickwork
- D. other gap-free materials with a minimum surface density of 8 kg/m²

The following transparent materials can also be used, for a maximum 25% of the barrier surface area:

- E. 8 mm Perspex or acrylic sheeting,
- F. 7 mm polycarbonate,
- G. 6 mm glazing

Thicker, or additionally-supported materials may be required for structural, wind loading or other reasons.

2.4 carpark - car door closing

A review has been conducted of the level of noise generated by the closing of car doors in the carpark. This noise needs to comply with the night-time L_{Amax} Assigned Levels, where vehicles use the carpark before 7 am.

The corresponding L_{Amax} criteria from Section 2.1 above are:

#7, #9 & #10 Kalli St	- 56 dB
#17 Aurea Boulevard	- 80 dB (no dwelling)
#17 Aurea Boulevard	- 57 dB (when dwelling has been constructed)

LGA in their analysis have correctly applied a 10 dB adjustment for impulsive characteristics associated with this noise. Using the existing ground-truthed barriers for 10 Kalli St, the forecast noise levels at each of the nearest residences is presented in Table 4. The results in **green** comply with the corresponding pre-7am Assigned Levels, results in **red** exceed the Assigned Levels.

Table 4 – L_{Amax} (dB) car door noise forecasts at neighbours

Car Location	Receiver				
	7 Kalli St	9 Kalli St	10 Kalli St	17 Aurea Blvd no dwelling	17 Aurea Blvd with dwelling**
1a	58	58	57	51	51
1b	57	58	57	53	53
2a	57	57	56	53	53
2b	58	57	57	54	54
3a	58	57	57	54	54
3b	58	57	57	54	54
4a	56	56	57	54	54
4b	57	56	56	54	54
5a	56	55	57	54	54
5b	56	56	56	54	54
6a	55	55	56	54	54
6b	56	56	56	54	54
7a	54	54	56	56	56
7b	56	55	55	54	54
8	54	54	55	57	57
9	53	53	56	57	57
10	53	53	56	58	58
11	53	51	55	58	58
12	51	50	54	59	59
13	50	51	53	60	60
14	50	51	53	61	61
15	50	50	52	60	60
16	49	50	52	60	60
17	49	50	50	60	60
18	48	49	50	60	60
19	49	49	49	60	60
20	49	50	47	60	60
acrod	48	50	49	60	60
Pre - 7am Assigned Level	56	56	56	80	57
Note * Impulsive adjustment applied to all forecast noise levels					
** no boundary barrier					

For the scenario with:

- No dwelling at 17 Aurea Blvd, and
- No noise barrier around 17 Aurea Blvd

It is shown that nineteen car parking locations are available which comply with the night-time Assigned Levels. These are Locations 5b, 6a & b, 7a & b and 8 to 21

For the scenario with:

- Dwelling at 17 Aurea Blvd, and
- No noise barrier around 17 Aurea Blvd

It is shown that seven car parking locations are available which comply with the night-time Assigned Levels. These are Locations 5b, 6a & b, 7a & b, 8 and 9.

It is highly likely that a noise barrier fence will be constructed by the owner at 17 Aurea Blvd, at the same time as the dwelling itself. This is consistent with the other completed houses in the area. It is also expected that the owner at 17 Aurea Blvd would seek a degree of privacy from the public carparks

on Nallan Lane, immediately adjacent to their lot. This same situation is present at 7 Kalli St, with adjoining public carparks on Iona Lane. In that instance that owner constructed a 1.8 m high noise barrier fence as shown in Figure 3 below.



Figure 3- Boundary barrier to public carparking bays for 7 Kalli St

Using this understanding we forecast that for the scenario with:

- Dwelling at 17 Aurea Blvd, and
- Noise barrier fence of unknown type and effectiveness provided by the owner of 17 Aurea Blvd

It is expected that more than seven car parking locations, and up to nineteen would be available which comply with the night-time Assigned Levels. These are Locations 5b, 6a & b, 7a & b, 8 and 9, as well as some of Locations 10 to 21.

Finally, we note that all parking bays are compliant for operation between 7am and 7pm, when the Assigned Levels at dwellings increase by 10 dB.

2.5 Carpark – general noise

The noise generated by car engines and transmissions was not specifically discussed by LGA, but the City has requested an assessment of vehicle noise within the carpark.

In this review we note that the noise impact from car engines and transmissions is lower when the vehicles are at the childcare centre, than when the vehicles are driving on the surrounding public roads. This is because:

- A. The actual noise generated by each vehicle is quieter in the carpark than on the road. The vehicles move more slowly in the carpark, and are hence quieter,
- B. The carpark is further away from the neighbours than the nearby roads. The vehicles therefore generate lower noise levels at the nearest residences when in the carpark.

Given that the noise impacts from vehicles on suburban public roads in general, are considered acceptable, the noise impact of vehicles on Nallan Lane, Kalli St and Aurea Blvd are considered acceptable. We conclude that the noise impact of these same vehicles, when in the childcare centre carpark, is lower than when on the public roads. This lower impact of vehicles in the carpark is therefore also considered acceptable.

Reverberate has additionally undertaken a noise forecast from a 30-40 movement per hour carpark. The forecast $L_{A10, 1hr}$ noise level varied between 43 to 47 dBA at the adjoining vacant 17 Aurea Blvd. These forecasts reduce to between 36 and 44 dB at 10 Kalli St. The forecast noise at an occupied 17 Aurea Blvd, with partial noise barrier, would be expected to be equivalent to the 10 Kalli St levels of 36-44 dB.

All these forecast levels comply with the daytime L_{A10} Assigned Levels of 46/47 dB applicable at the nearest neighbours. On this basis they are considered acceptable.

2.6 Mechanical Noise emission

The forecast mechanical services noises from LGA were found to be reliable. It is noted that noise exceedances of up to 7 and 12 dB are forecast, at existing and future residences, where relatively 'noisy' AC units are installed with no noise control. LGA have briefly discussed, but have not included, any specific noise controls in their noise emission forecasts.

We find that treatments are available to reduce the noise emissions from the mechanical services to meet the Assigned Levels. These treatments are in the form of:

- A. Silencers & attenuators
- B. Shielding & barriers
- C. Acoustic louvres
- D. Acoustic absorption
- E. Lined ductwork
- F. Night-time quiet mode operation
- G. Revised unit placements
- H. Revised selection of low-noise equipment

These combined treatments can reduce plant noise emission by 50 – 20 dB which is more than sufficient to allow compliance of mechanical services noise from the site, for both

Pre-7am night-time plant noise

Post-7am combined plant and child noise emission

Such treatments cannot currently be described in detail as sufficient detail on specific plant and location is not yet available. The detailed acoustic analysis will need to be conducted during the Detailed Design Phase of the project, after the final selections of plant equipment, and their locations have been established.

2.7 Staff noise

Staff noise generated in the Alfresco area on the West of the site was not assessed in the LGA report. We have undertaken forecasts of noise emission from two staff members engaged in discussions in the Alfresco area. As part of the modelling, no specific noise control measures had been implemented at this location.

The forecast L_{A10} noise from these talkers was up to 37 dB at the nearest location, a vacant and unshielded 17 Aurea Blvd. This level is significantly below the 47 dB Assigned level for the occupied, but unshielded site.

This noise impact would further reduce with any shielding introduced by The noise impact at other residential receivers was lower again.

2.8 Waste Collection Noise

Waste collection noise was not specifically addressed by the LGA report. This noise is not specifically controlled by compliance with the Assigned Levels in the Noise Regulations. To comply with the Noise Regulation requirements though, the following steps are to be taken by the waste collection contractor:

- Refuse collection is to be carried out in the quietest reasonable and practicable manner;
- Equipment used for refuse collection is the quietest reasonably available
- Collection to occur between 7 am and 7 pm Monday-Saturday, unless the waste collection contractor has a Noise Management Plan approved by the City.

In addition to this, the childcare centre should move waste bins to and from the pickup point only between the hours of 7am and 7pm.

3.0 Closure

A Peer Review has been conducted of the methodology, assumptions, inputs and conclusions drawn by Lloyd George Acoustics in their *Childcare Noise Assessment - Lot 263 Thundelarra Drive, Golden Bay*, Ref: 20085677-01.docx, dated 25/09/20.

This review has found that the overall noise emission from the site is considered acceptable. The specific noises which have been considered include the following activities:

- Children playing outdoors
- Carpark noise emission consisting of car doors, vehicle movement and engine idling
- Mechanical plant noise emission
- Staff in the outdoor alfresco area
- Waste Collection

Recommendations to control these noises are summarised in the LGA report, with additional detail presented in Sections 2.3, 2.4 & 2.6 of this review and in the Brown and Falconer attached drawings.

Please let me know if you have any questions.

Yours sincerely,



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Director

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m+61 414 394 220
martti@reverberate.consulting

Attachments:

Brown & Falconer drawing 3354 03 Rev D
Brown & Falconer drawing 3354 06 Rev E

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

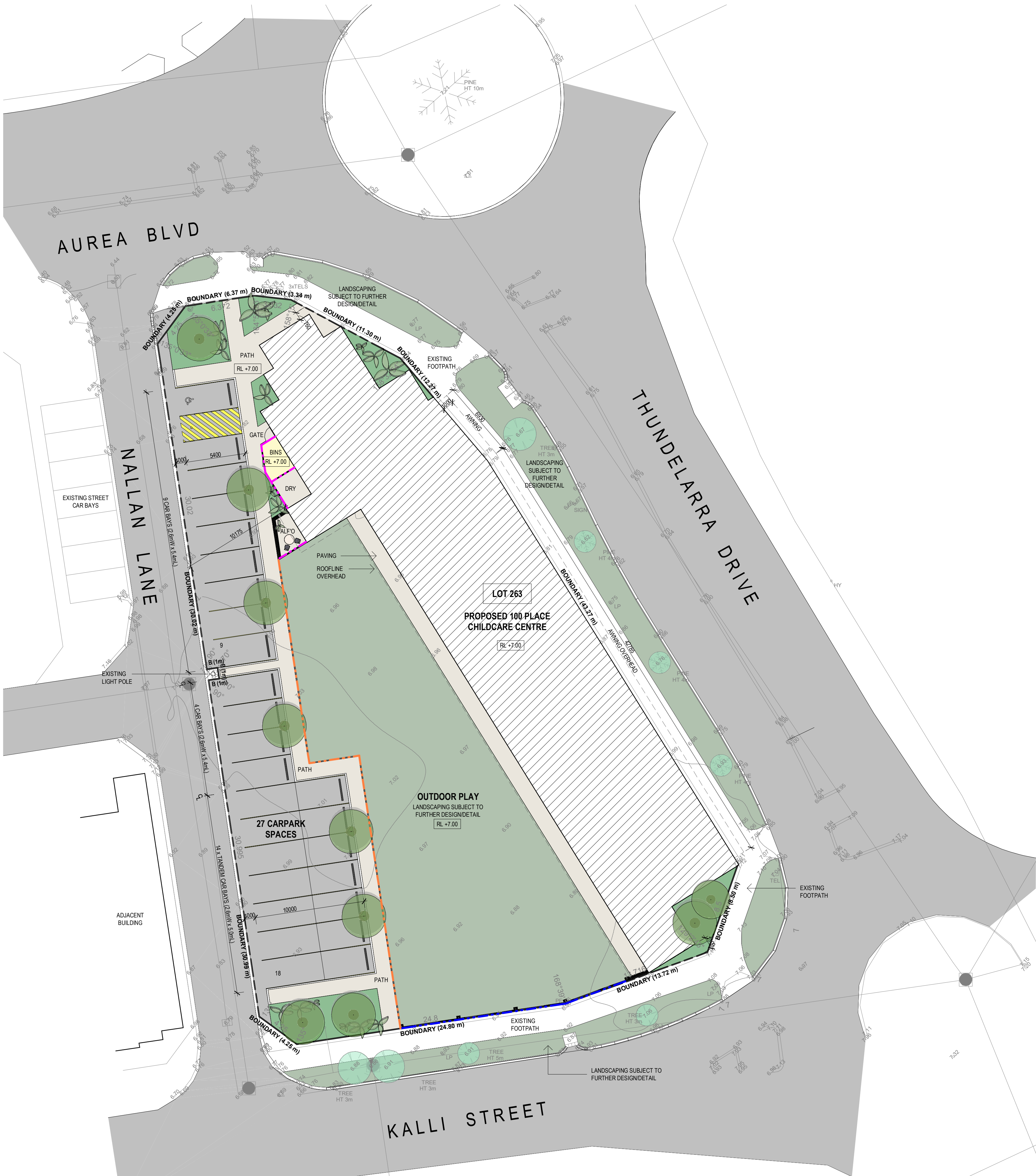
Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CONSULTANT ISSUE FOR INFO	07/10/20
C	ISSUED FOR DA	06/10/20
D	ISSUED FOR DA AMENDMENT	03/12/20

LEGEND

- OVERALL SITE BOUNDARY
- EXISTING REDUCED LEVEL
- PROPOSED REDUCED LEVEL SHOWN INDICATIVE
- EXISTING TREES TO REMAIN
- PROPOSED TREE
TYPE: CASUARINA OBESA SWAMP
SHEDAK / TO MATCH STREET
TREES IN AREA
- 2572mm HIGH MASONRY WALL
WITH ACRYLIC SHEET OPENINGS
- 2400mm HIGH FENCE - x2 LAYERS
OF COLORBOND UP TO 1800mm
HIGH AND ACRYLIC ABOVE (600mm
HIGH).
- 2100mm HIGH COLORBOND FENCE.

SUMMARY

SITE AREA:	2251m ²			
BUILDING AREA:	780m ²			
NUMBER OF PLACES:	100			
OUTDOOR PLAY AREA:	REQUIRED: 700m ² PROVIDED: 721m ²			
CAR BAYS:	REGULAR BAYS	26		
	DISABLED BAY	1		
	TOTAL	27		
ROOM BREAKDOWN:				
ROOM	AGE	PLACES	RATIO	STAFF
ACTIVITY 1	0-2	8 PLACES	1:4	2 STAFF
ACTIVITY 2	0-2	12 PLACES	1:4	3 STAFF
ACTIVITY 3	2-3	15 PLACES	1:5	3 STAFF
ACTIVITY 4	2-3	15 PLACES	1:5	3 STAFF
ACTIVITY 5	3-4	20 PLACES	1:10	2 STAFF
ACTIVITY 6	3-4	30 PLACES	1:10	3 STAFF
KITCHEN / ADMIN				2 STAFF
		100 PLACES		18 STAFF



SITE PLAN

1 : 200

DISCLAIMER: The drawing(s) provided hereunder shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or pdf file provided.

BROWN FALCONER

9/300 Rokeby Road, Subiaco, Western Australia 6004
Telephone : 08 6382 0303 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY

SITE PLAN

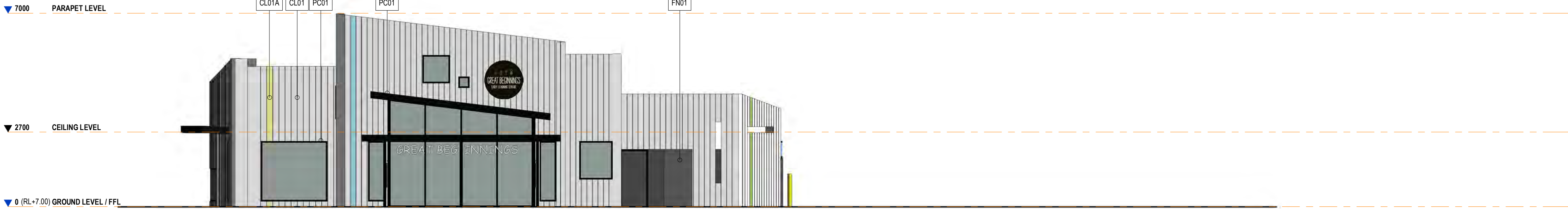
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Date 03/12/20
Job No. 2020052

Dwg No. 3354 03 Rev: D A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

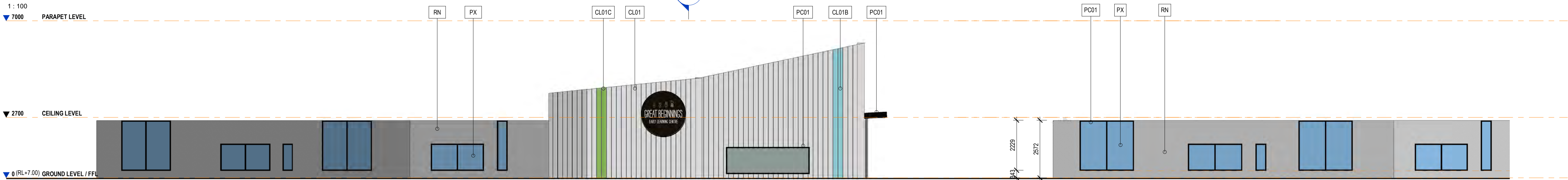
Rev.	Amendment	Date
A	CLIENT, BUILDER, PLANNER ISSUE	17/09/20
B	CLIENT, PLANNER FOR INFO	01/10/20
C	CONSULTANT ISSUE FOR INFO	07/10/20
D	ISSUED FOR DA	08/10/20
E	ISSUED FOR DA AMENDMENT	03/12/20



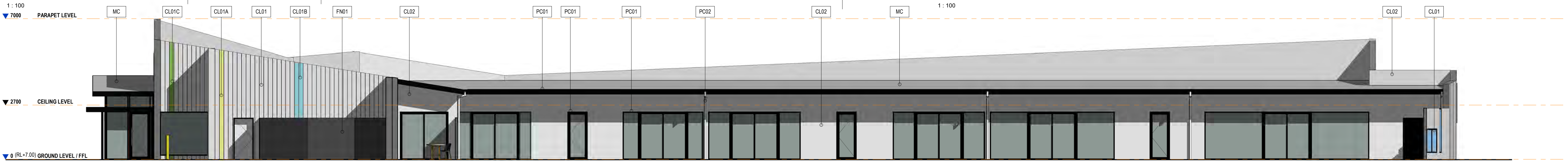
1 - NORTH WEST ELEVATION



2 - NORTH EAST ELEVATION

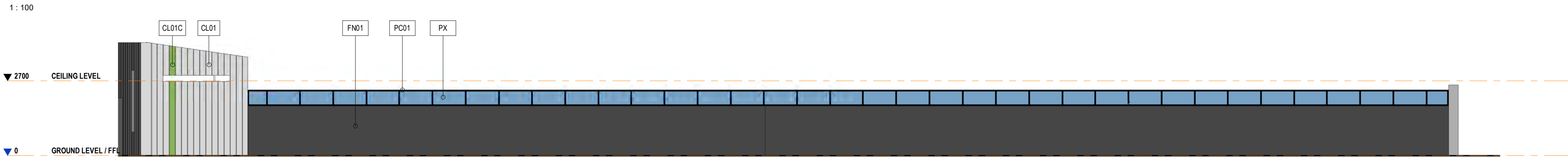


3 - SOUTH EAST ELEVATION

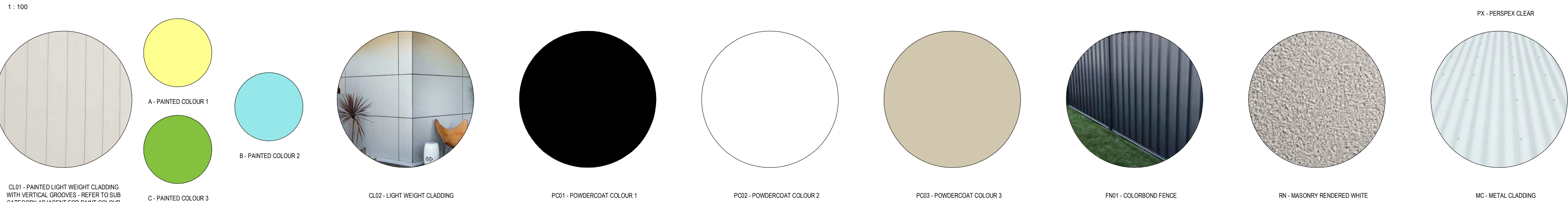


4 - SOUTH (FENCE) ELEVATION

5 - SOUTH WEST ELEVATION



6 - WEST FENCE ELEVATION



CL01 - PAINTED LIGHT WEIGHT CLADDING WITH VERTICAL GROOVES - REFER TO SUB CATEGORY ADJACENT FOR PAINT COLOUR

A - PAINTED COLOUR 1

C - PAINTED COLOUR 3

B - PAINTED COLOUR 2

CL02 - LIGHT WEIGHT CLADDING

PC01 - POWDERCOAT COLOUR 1

PC02 - POWDERCOAT COLOUR 2

PC03 - POWDERCOAT COLOUR 3

FN01 - COLORBOND FENCE

RN - MASONRY RENDERED WHITE

MC - METAL CLADDING

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ACCORD PROPERTY


GOLDEN BAY CCC
LOT 263 AUREA BOULEVARD
GOLDEN BAY

ELEVATIONS


Scale As indicated
Drawn DF Checked MJ
Date 03/12/20
Job No. 2020052

Dwg No. **3354 06** Rev: **E** A1 SHEET



Schedule of Submissions
Proposed Childcare Premises - Lot 263 Warnbro Sound Avenue, Golden Bay (20.2020.291.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Mr Robert Trew	Address details not provided	<p><u>Submission 1</u></p> <p>You claim there will be no outside play between 630-700am, but come on, we both know telling kids to be quiet on arrival is hard enough and not to mention the sound pollution of potentially 50-100 cars a day driving past every morning and night (due to a severe lack of public transport and you claim the centre can house 18 staff and up to 100 children at all times of the day creating traffic jams, not hard to do the math of the potential amount of traffic that will inhabit a small area as what happens at the school close by) in the morning and evenings.</p> <p>My mother, who is just a couple of years away from retirement bought her house 8 years ago at 10 Kalli street here with the idea of a quiet retirement in mind would never have bought here if this was proposed or built so close.</p> <p>Over a block and a half away on Thunderlarra drive northbound is a giant spot of land, not close to any houses where is some unfinished structure siting hopeless for sometime now and a total eyesore to the area. Even In the documentation you provided the satellite image shows another area for this to be built (not next to houses) Surely this is a more logical location, as it's not next to people's houses with plenty of space for traffic? Even the outdoor play area borders my mothers house at 10 Kalli street. What moron possibly thought this was a good idea? No surveys were done to anyone of anyone who lives here.</p> <p>Also your sound pollution report claims it will only be 48DB noise. This is simply untrue and I invite what ever idiot came to this conclusion to sit in the backyard listen to kids running past at 3pm and tell me that if that noise was going on all day that's really 48DB. But considering the people who make these decisions are only motivated by greed and couldn't care about the people who live in these areas nothing surprises me that you want to build an illogical childcare centre in this location. I will imagine you will be getting more emails in the comings days.</p> <p>No one ever came by and consulted my mother at 10 Kalli Street, and did any tests of the sort or consultation.</p> <p>I have attached a screenshot showing you how close this is to my mother's house. And possible other areas. Thank you.</p> 

Schedule of Submissions
Proposed Childcare Premises - Lot 263 Warnbro Sound Avenue, Golden Bay (20.2020.291.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.1 – cont...		<p>How about build here in the circles not directly next to where people live?</p>  <p><u>Submission 2</u></p> <p>This area here is a small community made up of retirees who are home most days that surround the area who spend most of there days at home. You want to build a childcare centre directly next to many housing where people live? You claim there will be no outside play between 630-700am, but come on, we both know telling kids to be quiet on arrival is hard enough and not to mention the sound pollution of potentially 50-100 cars a day driving past every morning and night (due to a severe lack of public transport and you claim the centre can house 18 staff and up to 100 children at all times of the day creating traffic jams, not hard to do the math of the potential amount of traffic that will inhabit a small area as what happens at the school close by) in the morning and evenings. My mother, who is just a couple of years away from retirement bought her house 8 years ago at 10 Kalli street here with the idea of a quiet retirement in mind would never have bought here if this was proposed or built so close. Over a block and a half away on Thunderlarra drive northbound is a giant spot of land, not close to any houses where is some unfinished structure siting hopeless for sometime now and a total eyesore to the area. Even In the documentation you provided the satellite image shows another area for this to be built (not next to houses) Surely this is a more logical location, as it's not next to people's houses with plenty of space for traffic? Even the outdoor play area borders my mothers house at 10 Kalli street. What moron possibly thought this was a good idea? No surveys were done to anyone of anyone who lives here. Also your sound pollution report claims it will only be 48DB noise. This is simply untrue and I invite what ever idiot came to this conclusion to sit in the backyard listen to kids running past at 3pm and tell me that if that noise was going on all day that's really 48DB. But considering the people who make these decisions are only motivated by greed and couldn't care about the people who live in these areas nothing surprises me that you want to build an illogical childcare centre in this location. I will imagine you will be getting more emails in the comings days. I have attached a screenshot showing you how close this is to my mother's house. And possible other areas. Thank you</p>

Schedule of Submissions
Proposed Childcare Premises - Lot 263 Warnbro Sound Avenue, Golden Bay (20.2020.291.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.1 – cont...		 <p>This is somones house, not an adjcant building</p> <p>How about build here in the circles not directly next to where people live?</p> 
2. Ms Trudie G Trew	10 Kalli Street GOLDEN BAY WA 6171	<p>Rejection Letter for Proposed Child Care Centre Golden Bay.</p> <p>My name is Trudie Trew, and I am a resident at 10 Kalli Street, Golden Bay, 6174. I am writing in regard to the proposed development of the Child Care Centre Golden Bay, on the corner of Aurea Boulevard, Thundelarra Drive, Kalli Street and Nallan Lane.</p> <p>I hold concerns over the proposed child care facility in Golden Bay. I have reviewed the proposal and believe it will adversely impact the residents in the area, including myself. I have examined the development plans, traffic impact statement, and acoustic reports. The development appears to place a significant detriment to the residents relating to noise emissions from vehicle traffic, adults and children. I am a 61-year-old woman with various health issues. I am concerned that my health will be adversely affected by the noise emissions produced by the child care centre.</p> <p>I have not been contacted by the City of Rockingham about the development. I have not been contacted or approached by any of the companies conducting the planning assessments;</p>

Schedule of Submissions
Proposed Childcare Premises - Lot 263 Warnbro Sound Avenue, Golden Bay (20.2020.291.1)

PUBLIC SCHEDULE OF SUBMISSIONS																																																								
Name	Address	Comment																																																						
No.2 – cont...		<p>'Planning Solutions', 'Lloyd George Acoustics Pty Ltd' and 'Transcore'. There has been no consideration to ask any of the residents about the potential impacts. The first I ever heard of this was a sign placed on the road on the empty lot of land. I have identified the following issues I want to be taken into consideration for the proposal not to proceed.</p> <p>Section 1.2 Background of the Development Action Report—you say <i>'The location of the car parking area and the use of tandem bays was generally supported by the City provided that necessary justification from a suitably qualified traffic engineer is provided.'</i> — All well and good if the city supports, but what about the residence who live in the location? Did anyone bother to ask us?</p> <p><u>Road and traffic issues</u></p> <p>Given the facility can cater for 100 children, there may be up to and in excess of 100 vehicles accessing the facility every day, morning and afternoon. This will incur vehicles driving past bedroom windows, parking, and the closing of car doors. The sheer potential volume of this would be unreasonable. I bought this house over 8 years ago as was promised all development such as a shopping centre and or health services would not be built close to here. The fact you even say no outside activities will occur between 630-7am is unlikely as parents arriving, dropping off there kids and talking is highly probable.</p> <p>Section 4.2 of the acoustic report confirms the detriment to my residence by car doors closing;</p> <p><i>"From the results it can be seen that #10 Kalli Street is the most affected existing receive."</i></p> <p>Furthermore, carpark bay 1A, 2A, 3A is approximately 5 metres from my bedroom window. The noise from these bays have been outlined in the report as significant noise contributors. I believe they are in contravention of the environmental protection noise regulations 1997 as there it exceeds the allowable DB prescribed (ref table 1 influencing factors).</p> <p>It would be a more reasonable design to not have the carpark utilise Nallan Lane, and to have utilised Thundelarra Drive to avoid parking directly next to someone's house and bedroom at 630am in the morning, engaging in closing of car doors which exceeds the recommended noise level as indicated in the below table to be excessive;</p> <p style="text-align: center;"><i>Table 5-2 Assessment of Predicted Car Door Noise, dB L_{Amax}</i></p> <table><tr><th>Receiver</th><th>Floor</th><th>Façade</th><th>Car Door</th><th>Assigned Noise Level</th><th>Exceedence</th></tr><tr><td colspan="6"><i>Existing Residences</i></td></tr><tr><td>#7 Kalli St</td><td>GF</td><td>N</td><td>59</td><td>56</td><td>3</td></tr><tr><td>#9 Kalli St</td><td>GF</td><td>N</td><td>59</td><td>56</td><td>3</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>59</td><td>56</td><td>3</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>61</td><td>56</td><td>5</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>61</td><td>56</td><td>5</td></tr><tr><td>#10 Kalli Street (backyard)</td><td>GF</td><td>-</td><td>58</td><td>56</td><td>2</td></tr><tr><td>#11 Kalli St</td><td>GF</td><td>N</td><td>58</td><td>56</td><td>2</td></tr></table>	Receiver	Floor	Façade	Car Door	Assigned Noise Level	Exceedence	<i>Existing Residences</i>						#7 Kalli St	GF	N	59	56	3	#9 Kalli St	GF	N	59	56	3	#10 Kalli St	GF	E	59	56	3	#10 Kalli St	GF	E	61	56	5	#10 Kalli St	GF	E	61	56	5	#10 Kalli Street (backyard)	GF	-	58	56	2	#11 Kalli St	GF	N	58	56	2
Receiver	Floor	Façade	Car Door	Assigned Noise Level	Exceedence																																																			
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Schedule of Submissions
Proposed Childcare Premises - Lot 263 Warnbro Sound Avenue, Golden Bay (20.2020.291.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.2 – cont...		<p>Page 21 states; <i>'To comply with the Regulations at night-time at the existing receivers, all bays resulting in predicted noise levels over 46 dB LAmax should not be used before 7.00am, which based on Table 4-3, are parking bays 1a to 7a, 1b to 7b and 8 to 11.'</i></p> <p>I have several concerns and questions that can be raised regarding this;</p> <ul style="list-style-type: none"> • How is the council going to enforce this? • Will the council hire someone to monitor this situation? • How will this prevent other road users from parking there that are not a part of the facility? • How will other residents be prevented from parking there? • What happens if a resident has a party and other users park vehicles here? <p>By having the car park here, it opens the potential for road users to park private vehicles here at all hours of the day and night. Further considerations to this effect need to be addressed by the council.</p> <p>Furthermore, the report fails to address ongoing noise from passing motor vehicles, in variance of engine capacity and or music through stereo systems. Whilst this may already occur, the volume of motor vehicles the child care centre will generate will produce an unacceptable volume of vehicles generating noise.</p> <p><u>Road and traffic safety issues</u></p> <p>Nallan Lane will become a major thoroughfare for the childcare centre's traffic. There is therefore, an increased risk of motor vehicles accidents. Given the close vicinity of Nallan Lane to my house, I fear my safety will be at risk. The new centre would pose an increased risk of motor vehicle accidents to my property. My concern is that my bedroom and main living area, including outdoor area, are all on the side of the road directly next to Nallan Lane and the proposed car parks. My residence only contains a single sheet Colourbond fence. In the event of an accident occurring, there is nothing adequately stopping a motor vehicle from going through the fence and into my house. Nallan Lane was only built for a traffic flow of local residents going to their garages, not to cater to a potential 100 cars a day at peak times. Also, Nallan Lane can be accessed from two points of entry and is only big enough for a one way only.</p> <p>Reading over the Transcore report is states many patrons will be local residences who would walk their children, even though most residence close by are retirees and is based on an assumption parents will not drive, everyone in this area drives. The report by Transcore does not factor in any of my concerns which I would have raised if spoken too. Their images used in the report also use NearMap and appear to have not been conducted in person and instead via a computer. The Transcore report claims Nallan Lane to be a Two-way, six metre wide road. I have measured this, it is only 5.3metres wide and any resident will tell you, it is not a two way. Considering the inaccuracy of Transcore reporting, and use of NearMap to get their evidence I question how much more have they got wrong in the report and did they actually conduct a proper onsite inspection? The validity and accuracy of their report must be questioned by the City of Rockingham. A failure to do so by the City of Rockingham would indicate to be a clear lack of responsibility and moral judgement regarding it's residents safety.</p>

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Name	Address	Comment																																																			
No.2 – cont...		<p>The report does not factor in potential traffic jams through the lack of parking and where overflow could occur potentially on Abydos Lane. This lane is a single road where many residents parking garages are located. If overflow at peak time due to lack of parking and drop off bays, what measures are in place to ensure people do not park on the vacant land on the laneway adjacent to our parking garages? As some who have to leave for work in the mornings and arriving home who have to utilise Nallan Lane, this potential for a jam is problem for the residents and is not addressed. Also not addressed, is the increased noise pollution of the traffic jams on the laneway that could happen. Also, if overflow, it leads to potential people parking on Kalli Street or surrounding areas impacting local residents who have increased car noise, and foot traffic.</p> <p>Given that I have now raised this issue, and in the event of an accident occurring, I will hold the City of Rockingham liable for any damages to my property, vehicle or injury to my person if this proposal goes ahead.</p> <p>Noise Pollution</p> <p>Having worked with children for 20 years at many schools in Rockingham and Mandurah, I am well aware of the noise levels, groups of children can produce. Section 4.1 states; <i>From the results it can be seen that #7 and #10 Kalli Street are the most affected existing receivers.</i></p> <p>The outdoor child's play area faces my house directly. Even with the recommendations fully implemented, there will still be an unreasonable amount of noise emitted from the children.</p> <p>There are clear exceedance across the varying measurement locations.</p> <p><i>Table 5-1 Assessment of Predicted Child Play Noise, dB LA10</i></p> <table><tr><th>Receiver</th><th>Floor</th><th>Façade</th><th>Childplay</th><th>Assigned Noise Level</th><th>Exceedance</th></tr><tr><td colspan="6"><i>Existing Residences</i></td></tr><tr><td>#7 Kalli St</td><td>GF</td><td>N</td><td>49</td><td>46</td><td>3</td></tr><tr><td>#9 Kalli St</td><td>GF</td><td>N</td><td>48</td><td>46</td><td>2</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>48</td><td>46</td><td>2</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>48</td><td>46</td><td>2</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>48</td><td>46</td><td>1</td></tr><tr><td>#10 Kalli Street (backyard)</td><td>GF</td><td>-</td><td>49</td><td>46</td><td>3</td></tr></table> <p><i>'From Table 5-1, it can be seen that exceedance up to 3 dB are predicted at the closest existing residences along Kalli Street, while at future residences exceedance up to 6 dB are predicted.'</i></p> <p>This currently places current residents at unreasonable noise detriment and appears to be worse for future residents. This potentially could impact on housing values, again placing residents at a pecuniary detriment.</p> <p>Furthermore, there are no measures examined from voices being emitted from the carpark area, which can also include noises from both adults and children who chat outside in carparks, considering we can hear our neighbours outside talking, we will defiantly be hearing other conversations all day from the car parks. No noise control measures of this nature have been conducted with the report. The impact of people's voice's from the carpark at different levels should be examined, including children who are screaming and crying as most young children do not want to be dropped there. Anyone who has ever been to drop off children at one of these centres knows they are noisy places, that's why the majority are not built next to residential houses</p>				Receiver	Floor	Façade	Childplay	Assigned Noise Level	Exceedance	<i>Existing Residences</i>						#7 Kalli St	GF	N	49	46	3	#9 Kalli St	GF	N	48	46	2	#10 Kalli St	GF	E	48	46	2	#10 Kalli St	GF	E	48	46	2	#10 Kalli St	GF	E	48	46	1	#10 Kalli Street (backyard)	GF	-	49	46	3
Receiver	Floor	Façade	Childplay	Assigned Noise Level	Exceedance																																																
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Name	Address	Comment																																																									
No.2 – cont...		<p>The three options provided to address the outdoor child’s play area would not reasonably cover the noise emissions from children. Simply building a wall will not adequately prevent an unreasonable amount of noise being emitted. How will the council implement and enforce the policy outlined in the report, limiting the number of children in the play area? I find the situation to be adequately governed highly unlikely due to the fact I have worked with Children of all age groups for over two decades. Also, under the National quality standards for child care services, there is law to maintain flexible use of the indoor/outdoor environments. They will not be able to achieve this with a curfew.</p> <p><u>Mechanical Plant</u></p> <p>There is a clear lack of detail surrounding the actual impact of noise the mechanical plant will have. Even at this stage, the estimations exceed for all residences.</p> <p><i>Table 5-3 Assessment of Mechanical Plant Noise, dB LA10</i></p> <table><tr><th>Receiver</th><th>Floor</th><th>Façade</th><th>Overall Level</th><th>Assigned Noise Level</th><th>Exceedence</th></tr><tr><td colspan="6"><i>Existing Residences</i></td></tr><tr><td>#7 Kalli St</td><td>GF</td><td>N</td><td>43</td><td>36</td><td>7</td></tr><tr><td>#9 Kalli St</td><td>GF</td><td>N</td><td>42</td><td>36</td><td>6</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>43</td><td>36</td><td>7</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>42</td><td>36</td><td>6</td></tr><tr><td>#10 Kalli St</td><td>GF</td><td>E</td><td>43</td><td>36</td><td>7</td></tr><tr><td>#10 Kalli Street (backyard)</td><td>GF</td><td>-</td><td>43</td><td>36</td><td>7</td></tr><tr><td>#11 Kalli St</td><td>GF</td><td>N</td><td>42</td><td>36</td><td>6</td></tr></table> <p>A series of recommendations may or may not rectify the excessive noise generated. I believe it is risky to the health of residents to proceed with the proposal until further consideration and planning has gone into the design of the mechanical plant. Looking over this document, I can see no matter what is introduced the noise levels will be exceeded. This is in direct contrast to page 9, section 3.4 Acoustic Considerations of the Development Report where it states ‘<i>As the subject site is in close proximity to residential properties to the West across Nallan Lane and to the South across Kalli Street, an acoustic assessment has been conducted by a suitably qualified acoustic consultant in the form of an Environmental Noise Assessment.</i>’ But the Acoustic report clearly states the noise levels will be exceeded as is evident in their own report.</p> <p><u>Conclusion</u></p> <p>At current, the proposal does not comply with the Environmental Protection (Noise) Regulations 1997, as they are reliant on the recommendations outlined in 5.1 and 5.2. The mechanical plant is a grey area in the design process as the noise emissions cannot be measured. This unknown variable poses a risk to the health of all residents. Furthermore, the recommendations in relation to child’s play are unlikely to be adhered to due to the nature of children, and breaches of these recommendations will likely occur.</p> <p>I respectfully request the City of Rockingham to re-consider their proposal in relation to the development of the Child Care Centre Golden Bay. I submit that the plans be re-located to a different location that will not adversely impact on the health of residents, by unreasonable noise emissions as likely to occur from such a facility so close next to a residential area.</p>				Receiver	Floor	Façade	Overall Level	Assigned Noise Level	Exceedence	<i>Existing Residences</i>						#7 Kalli St	GF	N	43	36	7	#9 Kalli St	GF	N	42	36	6	#10 Kalli St	GF	E	43	36	7	#10 Kalli St	GF	E	42	36	6	#10 Kalli St	GF	E	43	36	7	#10 Kalli Street (backyard)	GF	-	43	36	7	#11 Kalli St	GF	N	42	36	6
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3. Ms Rebecca Burton	16 Kalli Street GOLDEN BAY WA 6174	The streets are not equipt to hold the amount of cars and pedestrians being so close to golden bay primary school. I say No! What about the vacant block the lga was meant to be?
4. Mr Robert Trew	10 Kalli Street GOLDEN BAY WA 6174	<p>Rejection Letter for Proposed Child Care Centre Golden Bay</p> <p>After viewing the proposal documents I am writing to say I reject the current proposal at https://rockingham.wa.gov.au/planning-and-building/local-planning/town-planning-advertising-and-submissions/proposed-child-care-premises-golden-bay.</p> <p>I have listed out several key areas of flaws in the proposals that violate local law that will directly affect several residents.</p> <p><u>Notes of point</u></p> <ul style="list-style-type: none"> • All communication from the city of Rockingham and posting on social media and in letter boxes has incorrectly labelled the proposed site as Lot 263 Warnbro Sound Ave —The Correct planned address is Lot 262 Thundelarra Drive, Golden Bay. This has caused great rift and misunderstanding in the community here who believe the proposal to not be close to any houses. • No one from any proposal company contacted any resident about potential impact. • Was there any surveys done to determine the demand and also wants and needs of residents? • Most residents who live close by are Retirees and people almost at retirement. Not young families. • There is also already an abundance of large and small scale child care centres between Secret Harbour and Singleton. Isn't there also another currently being built at Secret harbour Shops? <p><u>Noise pollution</u></p> <p>According to the Acoustic Sound report conducted by Lloyd George Acoustics Pty Ltd there are several areas of concern.</p> <ul style="list-style-type: none"> • All reports show legal noise areas for residential areas will be exceeded. • No one from the company, never came to a resident house to conduct proper tests. • We believe these levels are lower than predicted. • Measures to reduce sound is inadequate, especially in the parking onsite. • 'No outside play between 630am and 7am...does not take into account people arriving, car doors slamming and playing and conversation in the car park. • Report doesn't take into account different engine capacity • Fails to mention drainage hole on Kalli Street and Nallan Lane which makes large clunk noise when driven over from the potential of increased traffic. • Solutions and recommendations will go against the national quality standards for child care services, there is law to maintain flexible use of the indoor/outdoor environments. They will not be able to achieve this with a curfew • How is the council going to enforce this? • Will the council hire someone to monitor this situation? • How will this prevent other road users from parking there that are not a part of the facility? How will other residents be prevented from parking there?

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No.4 – cont...		<ul style="list-style-type: none"> • What happens if a resident has a party and other users park vehicles here? • What happens if this centre is built and the noise pollution exceeds the legal levels? Who is held liable? • All sound levels reported will exceed the legality of the Environmental Protection (Noise) Regulations 1997 <p><u>Traffic Report</u> The traffic report by Transcore.</p> <ul style="list-style-type: none"> • Does not appear to have been conducted in person. It used Images from NearMap. • Incorrect measurements of roads — Nallan Lane is measured by them at 6 metres when it is 5.3 metres. • Incorrect classification of roads —sites Main Roads classifications but Main Roads WA do not fall to this area. • The Report makes assumptions of predicted traffic and not based on facts and impact from other Childcare centres. • No consideration for overflow at peak times. • Will overflow go into Abydos Lane (where residents' garages are and backyards are) and Kalli Street? Directly impacting several residents • They play down the number of vehicles but it has the potential of 75-100 vehicles a day at peak morning and evening times on roads not designed to handle such traffic. • Fails to mention drainage holes on Kalli street and Nallan Lane which makes large clunk noise directly next to parking bays. <p><u>Illogical design, Location and other areas of note.</u></p> <ul style="list-style-type: none"> • Why is the car park proposed within 5 metres of residents' houses? Directly next to residents bedrooms? • Why is the playground proposed to be facing several residents' houses? • Would a more logical design to reverse the design so car park and playground away from residents houses? Thus limiting noise pollution? • There are several other options of land close by, all which are not directly next to residents' houses. Would be easier and not a waste of residents time to consider more logical locations. • The company wanting to open the centre is "Think Education" an ASX listed company, meaning none of the profits made will be invested into the local community. • 9 out of 10 nearby residents I've spoken to who live on Kalli Street, Thundelarra Drive, and Arizona parade, are against this centre as it only caters to a small percentage of the population, and would like the city to explore other more local businesses that will help to support the community. Local cafe, Bakery, mini supermarket ect...that everyone in the community can utilise. <p>Thank you for your time in reading our concerns. My biggest worry is from the report by "Planning Solutions" who claim in section 3.4 "The assessment considers the noise impacts associated with outdoor child play, AC plant, car doors and indoor child play with respect to the adjoining 'noise sensitive' residences to the west and south. The assessment demonstrates that the proposal will comply with the Environmental Protection (Noise) Regulations 1997 during the assessment period, subject to a number of built form and centre management measures."</p> <p>Even though the acoustic report shows it is in violation of this.</p>

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No.4 – cont...		<p>This holds grave concern to us that this company has bent the truth and the laws to make this proposal favourable and several in-accuracy's in there proposal that goes against the law and against what is in the other reports.</p> <p>Based on all of this I respectfully ask the City of Rockingham to Reject this proposal as highlighted in several key points above till a better more lawful, empathetic and considerate proposal has been drafted that takes into account the impact of residents who live nearby and for the City of Rockingham to also to consider a location that will not directly affect nearby residents.</p> <p>Thank you for your time.</p>
5. Ms Claudine Murray	6 Calooli Grove GOLDEN BAY WA 6174	great idea its needed here.
6. Ms Sarah McDonnell	42 Minderoo Crescent GOLDEN BAY WA 6174	Golden Bay is in need of a childcare centre, I would definitely be in use of their services. It would be great if they could extend their opening hours from 6 am to 9pm and be open on the weekends and public holidays to accommodate shift workers.
7. Ms Valerie Pastor	Address details not provided	I think it's very wrong to put child care near us. We already have the School and sport activities, now to put up every day, all day with children yelling, I thing it's just so in fare that true everything here in Golden bay. We already have a problem with speeding cars emagen, 100 cars more on our street. Thundelarra drv not right. Got house to have a nice and peaceful life, now worst then anywhere. There lot more blocks you can put child care!!!
8. Ms Sharon Thompson	21 Kalli Street GOLDEN BAY WA 6174	<p>Firstly I would like to comment that the address given for the proposed child care centre is different to area highlighted in the map contained on the proposal. Not a good start by either the council or the developers. I'll comment regarding the area highlighted as it appears to the be correct location. I have no problem with there being a child care centre located in the proposed area, but do have serious concerns with the size of it and the amount of staff required and children attending, in relation to parking and traffic in general. 18 staff will equate to 18 cars taking up space in the car park, cutting down heavily on the amount of bays left for parental parking. Kalli St is a quiet residential street, street parking is used by both residents and visitors. I can see that a lot of these bays would be utilised by either staff or patrons of the child care centre limiting the amount available for those of us who live here, and our visitors. Traffic up and down the street would increase also. Residents whose garages back onto Abydos Lane would be at risk of being 'locked in' if parents were to park in the Laneway, which really is just an access lane for the homes that back onto it. I am really concerned on how this centre would impact in a very negative way in my community.</p>
9. Ms Dianne Vilkelis	18 Kalli Street GOLDEN BAY WA 6174	<p>I disagree with the proposed childcare centre being built in Kalli Street and Nalin, Golden Bay.</p> <p>The facility is too close to residential homes. Nalin Drive is too narrow and only has traffic in one direction. We are also concerned the centre will be too noisy.</p>

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10. Mr Paul & Mrs Natalie Basso	Address details not provided	<p>Further to your letter with the above reference and dated 23 October, inviting us to comment, we are writing this letter strongly expressing our objections to the proposed childcare premises across the road to our already approved, currently in progress Childcare Centre in Golden Bay.</p> <p>We believe the proposed application for a 2nd proposed child care centre located on Lot 263 Warnbro Sound Avenue in Golden Bay has not appropriately addressed the planning framework in this location. The application states that there are no planned or established child care premises provided within the Golden Bay locality. Consequently, this is not true. As the owners of Lot 716 Thundelarra Drive, Golden Bay, we have already been issued with a development approval for a child care premises in December 2017 which is permitted to accommodate 92 children, 15 staff and 27 car park places, and operate between the hours of 7.00am to 7.00pm on Monday to Sunday.</p> <p>Section 4.1 of Planning Policy No.3.3.5 Child Care Premises states:</p> <p><i>"Child Care premises generally would not be suitable where:</i></p> <p><i>(i) The service provided by the Centre will have a demonstrable adverse impact on the existing or planned level of Child Care Premises enjoyed by the local community."</i></p> <p>This is supported/reiterated by section 4.9 of the policy which states:</p> <p><i>"where, in the opinion of the Manager, Statutory Planning, a proposed Child Care Premises may have an adverse impact on the level of service to the community by similar existing or approved facilities, the proponent will be required to provide further information in regard to the level of existing services in the locality, proximity to other child care premises, population catchments for the proposed child care centre premises and the number of primary schools and kindergartens in the locality, in relation to the development of the proposed new facility."</i></p> <p>As the application has not appropriately addressed the existence of an approved child care premises directly across the road, and in makes a false statement in that regard, it raises the question of legibility for the whole proposal. Particularly when it comes to access and accumulation of traffic impacts from the neighbouring attractors.</p> <p><i>(ii) Access is from a major road or in close proximity to a major intersection where there may be safety concerns.</i></p> <p><i>(iii) Access is from a local access street which may impact on the amenity of the area due to traffic and parking.</i></p> <p>The proposal intends to take its access from Nallan Lane, with the most reasonable access/egress being from/onto Aurea Boulevard or Kalli Street. Both intersect with Thundelarra Drive, which Aurea Blvd has a major roundabout which supports a main street arrangement in the neighbourhood centre of Golden Bay and is in close proximity to the intersection, suggesting the access at this location may be unsafe, given the overall anticipated traffic volumes using this section of road.</p>

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No.10 cont...		<p>The original intent for this site was for a grouped housing site, which would generate much lower traffic movements in and out of the laneway.</p> <p>Access via Kalli Street and Nallan Lane will impact on the amenity of residential development and pedestrian environment (residential development within walkable catchment to Neighbourhood Centre). Houses designed abutting the laneway are unlikely to have accounted for a parking lot abutting their property. Issues are likely to occur with conflicts between patron vehicles, resident vehicles and service vehicles (namely waste trucks on pickup day).</p> <p>Also, when it comes to providing parking for rear-loaded residential properties, there is no 'one size fits all' to planning for the appropriate number of parking for residents, particularly for visitor bays or occupiers with more than 2 vehicles. There is a strong likelihood, based on the access arrangements and surrounding development, that occupiers or visitors to the residential development along Abydos Lane will utilise the parking made available in Nallan Lane, impacting the availability of parking for patrons of the proposed child care centre, without a clear delineation/separation from the laneway.</p> <p>In addition to the above objections, the design clearly does not meet the Golden Bay design guidelines and requirements for that street as imposed on myself. Including but not limited to applicable colours, materials elevations and design do not comply.</p> <p>The organisation now applying for development approval clearly knew that there is already a childcare centre in progress already approved at our location, as they approached us to lease the centre prior to going ahead with this new childcare centre. Unfortunately our centre is already leased, so we had to decline. We believe it would not be viable to approve a second childcare centre across the road from each other. Furthermore our site was always zoned as the only childcare site in the area according to Peet the land developers and State Government when they sold the property to us.</p> <p>Also, it appears operating hours of their childcare on the application are the original operating hours we asked for, which we were rejected for and given 7.00am to 7.00pm.</p> <p>From review of the proposal, there is considered to be substantial and reasonable flaws in the information provided, with the application either neglecting to consider or completely disregarding specific planning matters, as broadly covered above. For this reason, we vehemently object to the proposal and wish to be kept updated of decisions and the opportunity to attend any invitations to discuss this matter further.</p>
11. Mr Cameron Leckey Director Rise Urban Pty Ltd	Address details not provided	<p>Rise Urban represents Grassroots Childcare – an established and highly regarded operator of childcare centres across Australia.</p> <p>Grassroots Childcare is the lease holder of the approved childcare centre at Lot 716 Thundelarra Drive, Golden Bay, located immediately to the north of the subject site. Grassroots Childcare has signed an Agreement for Lease with the land owner and developer of Lot 716 on the basis of it having an approved development application for a childcare centre, and being the most suitable site for childcare in the vicinity.</p>

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No.11 - cont...		<p>We have been engaged by Grassroots Childcare to make a submission on the development application (DA) for a proposed Child Care Centre at Lot 263 Aurea Boulevard, Golden Bay ("the subject site"), which is currently being advertised by the City of Rockingham prior to determination by the Metro Outer Joint Development Assessment Panel ("MOJDAP").</p> <p>Having reviewed the proposal and supporting information, we are of the view that the application does not satisfy the applicable planning framework and should not be approved. In particular:</p> <ul style="list-style-type: none"> • The application threatens to undermine the viability of our client's approved childcare centre located immediately opposite the subject site on the north side of Aurea Boulevard, and is contrary to the City's Planning Policy No.3.3.5 (Child Care Premises), and in particular, clause 4.9 which deals with the location and distribution of child care centres, and the need to ensure that childcare centres provide the maximum amount of benefit to the community through their distribution. • The application is inconsistent with the approved Golden Bay Neighbourhood Centre Detailed Area Plan, which identifies the site as a grouped housing / medium density site. Furthermore, the proposed access and parking arrangements are inconsistent with the Detailed Area Plan, which only contemplated a residential use in this location, and did not entertain direct parking and access in the manner depicted by this application. • The proposed parking arrangements are inadequate, do not comply with the policy, and are not sufficiently justified in the accompanying traffic impact assessment. • The acoustic assessment recommends construction of an acoustic barrier which will adversely impact on the residential character and amenity of the locality, and without which, the amenity of adjoining residential properties will be significantly impacted. It also recommends a noise barrier be constructed on an adjoining residential lot in order to achieve compliance with the noise requirements. This recommendation is beyond the power of the applicant or landowner to deliver, and is impossible to achieve without the consent of the owner of the residential lot adjoining. <p>For these reasons we submit that this application should be refused.</p> <p><u>Context</u></p> <p>Grassroots Childcare has a current development approval for a 92-place child care centre located immediately north of the subject site at Lot 716 Thundelarra Drive, Golden Bay (City of Rockingham ref: 20.2019.113.1 – AD19/53298), and has spent more than \$200,000 to date in designing and preparing this project for construction. Having now resolved all outstanding planning, building and commercial considerations on the site, construction is scheduled to commence during the week of 9 November 2020, with completion expected by June 2021.</p> <p>Grassroots Childcare has entered into a lease agreement and progressed the planning and development over the site on the premise that their centre is appropriately sized and located to provide the maximum benefit to the community.</p>

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No.11 - cont...		<p>The decision to locate their centre in this location was based on analysis of the demand for such a facility in this location, with the centre being designed to accommodate the large majority of this demand.</p> <p>If approved, the proposed childcare centre will undermine the substantial investment associated with our client's childcare centre being constructed on Lot 716 Thundelarra Drive, and will have significant consequences for the ongoing viability of our client's project.</p> <p><u>Key points of contention</u></p> <p><u>Statutory and Policy Context</u></p> <p><i>Statutory and Strategic Framework</i></p> <p>The City's Local Planning Scheme No.2 (LPS2) and the Golden Bay Structure Plan (GBSP) designate the subject site as being for commercial land uses, with the GBSP requiring the preparation of a Detailed Area Plan (DAP). The resultant Golden Bay Neighbourhood Centre DAP however identifies the subject site as being for residential development, specifically '2/R60', at a 2 storey minimum height. The DAP also identifies two specific vehicle access / egress points from Nallan Lane, and a continuous activated street frontage to Thundelarra Drive. The proposed childcare centre is inconsistent with these land use, parking and built form objectives of the DAP.</p> <ul style="list-style-type: none"> - Land Use <p>Figure 4 of the Development Application Report contains an excerpt of the Indicative Development Plan for the Golden Bay Neighbourhood Activity Centre DAP. Notwithstanding the indicative nature of this Development Plan, a childcare centre is notated on the site where our client's childcare centre has been approved. The subject site is identified as 'Residential', which is reflective of the land use contained within the DAP.</p> <p>Whilst the DAP and Indicative Development Plan do not align with the land use/zoning designations as per the LPS2 and Golden Bay Structure Plan, they do imply a more fine-grain level of planning which is more compatible with existing land uses (particularly the adjacent residential areas) and provides for a more consolidated, distinct and logical Neighbourhood Activity Centre. It is also a matter to which a decision maker must have due regard pursuant to clause 56(1) and 67(h) of the <i>Deemed Provisions</i>.</p> <p>The use class of Childcare Premises is a discretionary use in this zone, and the City and JDAP should have regard to the approved DAP and its fine-grained planning context as part of assessing the suitability of this land use.</p> <p>Contrary to the Development Application Report, the development of a childcare centre on the subject site is therefore not entirely consistent with the City's Planning framework.</p> <ul style="list-style-type: none"> - Access and Parking <p>In relation to vehicle access, the DAP identifies two specific access / egress points onto Nallan Lane – one to the north of the site and one to the south. It is understood that the intent of this access arrangement was to consolidate and control access to a future residential site in order to avoid <i>ad hoc</i> access to the laneway. The proposal is inconsistent with this access arrangement – instead proposing continuous parking at 90 degrees to the laneway for its full length.</p>

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Name	Address	Comment
No.11 - cont...		<p>This will result in a parking arrangement that is clearly contrary to the intent of the DAP.</p> <ul style="list-style-type: none"> - Active Frontage <p>The DAP requires a mandatory active street frontage to Thundelarra Drive and Aurea Boulevard. The Development Application Report suggests that this requirement has been satisfied, however we note that the floor plan indicates a "passage" for the full length of the Thundelarra Drive frontage. This passage separates the activity rooms from the Thundelarra Drive frontage, and can hardly be considered a habitable or active use, as it is purely a thoroughfare, with little or no relationship to the street.</p> <p>The proposal also has a lack of consideration for the Kalli Street frontage. A portion of the frontage is a storeroom or similar with a parapet wall, while the remainder is outdoor play area with screened fencing. Kalli St is a quiet residential street which will now have the inactive fence and back end of a commercial development visually dominating the entrance to the street, to the detriment of the visual amenity of the street's residents</p> <p><i>Policy Framework</i></p> <p>Due diligence undertaken prior to the preparation and lodgment of this development application would have identified the 27 June 2019-approved childcare centre to the immediate north of the subject site. Further, a second childcare centre comprising an 82-place facility has already received development approval within the vicinity of the subject site, approximately 1.5km to the north on Oneida Road in Secret Harbour.</p> <p>Approval of this proposed childcare centre will result in an oversupply of this service in the vicinity of Golden Bay and consequently undermine the viability of the existing centres, and reduce the benefits to the community it is intended to serve. Commentary on the above is not addressed in the Development Application Report and, in this regard, represents a contravention of the following provisions of the City's Planning Policy No.3.3.5 (Child Care Premises), which includes the following relevant provisions which ought to be given considerable weight in this decision:</p> <p>4.1 Location</p> <p><i>It is important that Child Care Premises are appropriately located to meet the needs of children and their families. It is also important in limiting the impact a Child Care Premises may have on surrounding activities and vice versa. This may be achieved by locating Child Care Premises on sites that are:</i></p> <p><i>(a) Distributed evenly to provide maximum benefit to the community it serves;</i></p> <p>Further under this Policy, a Child Care Premises is generally not considered suitable where:</p> <p>4.1(i) <u>The service provided by the Centre will have a demonstrable adverse impact on the existing or planned level of Child Care Premises enjoyed by the local community;</u></p> <p>4.1(k) <u>Access is from a local access street which may impact on the amenity of the area due to traffic and parking;</u></p>

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Name	Address	Comment
No.11 - cont...		<p>Clause 4.9 of the City's Policy then goes on to state:</p> <p><i>4.9 Need for Child Care Premises</i></p> <p><i>Where, in the opinion of the Manager, Statutory Planning, a proposed Child Care Premises may have an adverse impact on the level of service to the community <u>by similar existing or approved facilities</u>, the proponent will be required to provide further information in regard to the level existing services in the locality, proximity to other Child Care Premises, population catchments for the proposed Child Care Premises and the number of primary schools and kindergartens in the locality, in relation to the development of the proposed new facility.</i></p> <p>This application is fatally flawed in that the matter of distribution, need and adverse impacts on the planned level of childcare premises are not addressed in the Development Application Report, given the lack of recognition of the approved Lot 716 Thundelarra Drive and nearby Secret Harbour Child Care Centres.</p> <p>When reviewing Western Australian Planning Commission (WAPC) Planning Bulletin 72/2009 (Child Care Centres), which this Planning Policy should be read in conjunction with, the matter of need and adverse impacts upon the planned level of childcare premises is further elaborated on. In this regard, Planning Bulletin 72/2009 notes that:</p> <p><i>"...there may be a need to show that the development will not have an adverse impact on the amenity of the area or the level of service to the community <u>by similar existing or approved facilities</u>. In such instances, and depending on the scale of the proposal, the applicant may be asked to provide further information in regard to the level of existing services in the locality, proximity to other centres, population catchments for the new centre and the number of primary schools and kindergartens in the locality, in relation to the development of a new facility."</i></p> <p>The Development Application Report, notwithstanding its lack of recognition for approved childcare facilities in the vicinity, appears to cherry-pick provisions of the Planning Policy that suit its purpose and disregards those that do not. For example, none of the provisions that would deem a Child Care Premises generally unsuitable or indeed necessary [such as 4.1(i), 4.1(k) and 4.9] are addressed.</p> <p>It is clear that both from a Planning framework and strategic locational perspective, a childcare centre on the subject site is not compliant with the Policy, and is entirely inappropriate in the context of approved facilities in the vicinity.</p> <p><u>Traffic and Car Parking impacts</u></p> <p>The Development Application Report makes the presumption that the appended Traffic Impact Statement is compliant with the applicable Policy provisions. There are several matters that require further analysis and which are not addressed in the Development Application Report.</p> <p>In the first instance, it must be noted that access to and along what is essentially a rear laneway for purposes identified as Residential in the DAP and accompanying Indicative Development Plan, as well as being inconsistent with the DAP, is considered fundamentally inappropriate.</p>



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No.11 - cont...		<p>There does not appear to have been much consideration given to the likely congestion and safety issues associated with the high volume of vehicles accessing, and reversing directly into the laneway – particularly adjacent to the 'T' intersection, where vehicles can approach from multiple angles, and there will be a proliferation of small children during peak periods.</p> <p>With regard to car parking, the proposed 4 bay shortfall is one point of contention, however to have 14 of the required 18 bays for staff use in a tandem formation will no doubt result, in practical terms, in car parking not being able to be contained on-site and therefore effecting the immediate residential area.</p> <p>Childcare staff often work with staggered start and finish times throughout the day. It is our experience that typically, those that arrive first leave first. A tandem parking arrangement is entirely unsuitable in these circumstances, and will result in significant disfunction of the parking area.</p> <p>We also note that on page 10 of the Traffic Impact Statement, it is acknowledged that the 7 existing bays along the western side of Nallan Lane would likely be used by parents at drop-off and pick-up. This represents a safety hazard, given there is no footpath or safe crossing point on this side, and this is not adequately addressed in the Traffic Impact Statement.</p> <p>Furthermore, these bays are intended for the use of visitors to the rear-loaded residential lots to the west, and are not provided for the benefit of the users of the childcare centre.</p> <p>For these reasons we submit that the parking arrangements are poorly considered and inadequate for this type of facility, and should not be approved in this form.</p> <p><u>Acoustic impacts</u></p> <p>The Environmental Noise Assessment notes several instances where the assigned noise level will be exceeded. The noted solution to this is the construction of a 2.1m high vertical masonry wall, with additional overhangs taking the overall height to between 2.5m and 2.85m in height around the western and southern sides of the outdoor play area. Given the subject site is situated within a residential area, a "garrison" wall of this magnitude is not representative of a good quality design outcome, and should be reconsidered.</p> <p>In the context of car parking and acoustics, as noted in the previous section of this submission, the Traffic Impact Assessment acknowledged that the 7 existing bays along the western side of Nallan Lane likely to be used by parents at drop-off and pick-up would also generate noise that is not accounted for in the Environmental Noise Assessment. This includes non-compliant noise generation from car doors prior to 7am, which will undoubtedly impact on the amenity of the adjoining residential area. The recommended solution to this is that the residential property at #17 Aurea Boulevard be required to construct a 2.4m high acoustic barrier at the time of development. This is an entirely unreasonable proposition, and is beyond the gift of the applicant / developer to implement. Furthermore, it will be difficult for the city to impose this requirement when #17 is developed, as a single house will generally be exempt from planning approval. It therefore cannot reasonably be assumed that the noise impacts associated with the use of these parking bays can be mitigated successfully.</p>

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No.11 - cont...		<p>The Environmental Noise Assessment takes into account a number of subjective circumstances, for which adherence is outside the realm of planning consideration, extremely difficult to enforce, and is beholden on the operator to manage. For example, limitations on times and numbers of children enjoying outdoor child play, car doors and the 'best practice' recommendations provided in part 6. For these reasons it should not be relied upon to demonstrate that the proposal will not impact on the amenity of nearby residents.</p> <p><u>Conclusion</u></p> <p>As demonstrated through this submission, there are a number of significant planning issues that have not been adequately addressed as part of this application. Whilst some issues such as acoustic impacts and car parking arrangements could potentially be addressed through reconsideration of the design, this will not resolve the fundamental issue of land use, and the inappropriateness of this location for a child care centre having regard to the approved centre immediately across the road, and the second centre in Secret Harbour.</p> <p>For these reasons, we are of the view that the application is not appropriate for this site, and should be refused by the City of Rockingham and the MOJDAP.</p> <p>We look forward to reviewing the City's RAR in the coming weeks, and putting our client's case to the MOJDAP when the time comes. Should you require any further information, please contact the undersigned on 0427 058 484, or via email at Cameron@riseurban.com.au</p>
12. Ms Nikki Bombak	24 Kalli Street GOLDEN BAY WA 6174	<p>Please reject this proposal on the grounds of increased traffic to a small laneway and increased noise pollution to local residents, some who are pensioners and home during the day. There is already approval for a childcare centre across the road from this proposal which will further impact local traffic during peak times during the day.</p> <p>*** FOR YOUR IMMEDIATE ATTENTION *** Reject the proposed Child Care Centre Golden Bay</p> <p>On October the 27th the City of Rockingham sent out a letter informing residence of a proposed Child Care Centre — Which was incorrectly addressed as Lot 263 Warnbro Sound Ave The Correct planned address is Lot 262 Thundelarra Drive, Golden Bay on the corner of Thundelarra Drive, Kalli Street, Nallan Lane and Aurea Blvd as seen by the pictures is the planned development. The City of Rockingham at https://rockingham.wa.gov.au/planning-and-building/local-planning/town-planning-advertising-and-submissions/proposed-child-care-premises-golden-bay proposes</p>

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Name	Address	Comment
No.12 – cont..		 <p style="text-align: center;">Figure 1: Location of the subject site</p>  <p style="text-align: center;">Figure 2: Access to the site</p> <p>Up to 18 staff and 100 children capacity</p> <ul style="list-style-type: none"> Proposed hours of operation include 6.30am to 6:30 pm, Monday to Friday. No outdoor activities will occur between 6.30am and 7am 27 on site car bays via access from Nallan Lane Residence who live in Kalli Street, Thundelarra and those who have garages and backyards on Abydos Lane and Pyramid Lane will be effected for a number of reasons based on the proposal reports. These include. <ul style="list-style-type: none"> Noise pollution from the centre will exceed legal levels for residential areas

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Name	Address	Comment
No.12 – cont..		<p><u>These recommendations are unrealistic because</u></p> <ul style="list-style-type: none"> • Children from 0-5 cannot be expected to follow • How can the council enforce? • The proposal says - No outside play between 630am-7am, but not does factor in staff and parents arriving before and during these times, outside chatter, crying kids and car doors closing. • The best practises are hard to implement and will be hard to maintain discipline • How can they enforce certain bays not to be used? • The recommendations offer no guarantee the sound levels will meet legal requirements. <p>Road Traffic and Safety</p> <p>The Road and traffic assessment was conducted by a company called Transcorehttps://rockingham.wa.gov.au/forms-and-publications/planning-and-building/local-planning/traffic-impact-statement-golden-bay-child-care-pre this report features a series of in-accurate reporting and fails to take into account local resident consideration. Further-more, the report appears have not been conducted in person.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;">  <div style="text-align: left;"> <p>7.0 Traffic Management on the Frontage Streets</p> <p>Nallan Lane, west of the subject site, is constructed as 6.0m wide two-lane undivided road featuring on street parking to the north-western side of the road as shown in Figure 4. It is classified as an Access Road in the Main Roads WA Functional Road Hierarchy and operates under the built-up area speed limit of 50km/h.</p> <p>Nallan Lane forms T-intersections with Aurea Boulevard to the north and Kalli Street to the south.</p>  </div> </div> <p>Transcore claim Nallan Lane is a 6 metre wide two lane road. Correct measurements are Nallan Lane is only 5.3 metres wide. And any resident who uses will tell you, it is only one way and single lane at best. Transcore reporting does state it is an “access lane” quoting a definition by Main Roads WA — But Main Roads WA does not fall under the city of Rockingham but argues it is big enough to be major road to host all the parking and entrance to the proposed site of potentially 35-75 vehicles every morning. And then claim there will be no increased traffic flow in the same report. But an Access Lane is supposed to be a small road that gives access to emergency vehicles and local residents, not hosting a major development and car park and increased traffic flow.</p> <p>The report does not factor in potential traffic jams through the lack of parking and where overflow could occur potentially down Abydos Lane where all our parking garages are increasing the risk of potential accidents and noise pollution for residence. Also if overflow, it leads to potential to people to park on Kalli Street and other streets, where the parking is required by local residence.</p>

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No.12 – cont..		<p>The report makes wild assumptions that staff will walk or use public transport and that most people live close by will walk to the centre to play down its traffic impact report. These finding are bases on no statical figures, survey or proper local research.</p> <p><u>Final Notes of Point</u></p> <p>The company Planning Solutions who did the report https://rockingham.wa.gov.au/forms-and-publications/planning-and-building/local-planning/development-application-report-golden-bay-childca — Made a claim all proposals meet legal requirements, this is despite the Acoustic Sound report saying the noise pollution levels exceed the legal requirement.</p> <p>No one has been directly contacted or tests done on their properties to determine the accuracy of reports. Looking at the reports it appears the impact of the location has been played down to make it a favourable location as evident by the low predictions by Transcore for the local roads and inaccurate measurements. Planning Solutions bending the truth in various points in their proposal.</p> <p>And no-one has had Lloyd George Acoustics Pty Ltd representative come into their homes, or backyards to conduct any sound tests.</p> <p>The solutions to these problems are illogical and not practical. Example - “No outdoor activities between 630am and 7am” does not take into account staff arriving, car noise, doors slamming, parents chatting-outside in the car park and or kids playing outside in the car park.</p> <p>At current, the proposal does not comply with the Environmental Protection (Noise) Regulations 1997, as they are reliant on the recommendations outlined in 5.1 and 5.2. The mechanical plant is a grey area in the design process as the noise emissions cannot be measured. This unknown variable poses a risk to the health of all residents. Furthermore, the recommendations in relation to child’s play are unlikely to be adhered to due to the nature of children, and breaches of these recommendations will likely occur.</p> <p>Their proposal is flawed and bends the truth, and the law in order for them to gain the contract.</p> <p><u>What YOU can do</u></p> <p>Based on the findings we respectfully request the City of Rockingham Council to re-consider their proposal in relation to the development of the Child Care Centre Golden Bay. I submit that the plans be re-located to a different location that will not adversely impact on the health of residents, by unreasonable noise emissions as likely to occur from such a facility so close next to a residential area and potential increased traffic and safety issues for a small residential area.</p> <p>Please use the information to write a letter or email by November 9th and send to City of Rockingham and ATTN to ‘C Parlane’ with the subject ‘Rejection of proposed Childcare Centre Golden Bay ; customer@rockingham.wa.gov.au</p> <p>Please CC our local member for parliament to his office in the same email Paul Papalia at paul.papalia@mp.wa.gov.au And CC JDAP — who the city will make there proposal too referrals@dplh.wa.gov.au</p> <p>Please get any friends or family who visit your house to also write a complaint and rejection. You can also sign on the online petition which I'll send on as well in due time to the city.</p>

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13. Ms Lisa Critchley	23 Kalli Street GOLDEN BAY WA 6171	To Whom It May Concern, My name is Lisa Critchley; I own my own home at 23 Kalli Street, Golden Bay. I have lived in Golden Bay for around 7 years. I am writing to reject the proposed child care business plan for Golden Bay. The proposed child care premises are very close to residential properties in the street. I believe running a child care centre in this location will increase traffic in the area (increasing emissions) and bring about excessive noise pollution (children and parents/caregivers and slamming car doors) negatively affecting residents and their visitors. It is my understanding the site is a commercial site. I think it would be highly appropriate to consult with the community regarding the needs of the people in the area. I strongly encourage further community consultation on this matter. Kindest regards, Lisa Critchley.

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SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Ms Sharnie Stuart Department of Education	Sharnie.stuart@education.wa.edu.au	<p>Thank you for your letter dated 23 October 2020 providing the Department of Education (Department) with the opportunity to comment on the proposed JDAP application for a Child Care Premises at Lot 263 Warnbro Sound Avenue, Golden Bay (subject site).</p> <p>The State Government's EduCare commitment seeks to increase the opportunity for parents to access child care related services within close proximity of public primary school sites. However, it is essential that the operation of such services would not adversely impact on the nearby public primary school/s in terms of amenity, safety, traffic and parking.</p> <p>The subject site is located within close proximity to Golden Bay Primary School (Primary School). The Department understands that the proposal is seeking a shortfall of four on-site car parking bays. Currently, there are several on-street parking bays directly adjacent to the Primary School. These bays are generally utilised for student drop-off/pick-up bays during peak operating times for the Primary School.</p> <p>The potential utilisation of the on-street car bays for the users of the proposed development may limit the drop-off/pick up parking availability for parents of the students attending the Primary School.</p> <p>In view of this, the Department has no objection to the proposal subject to the following conditions being imposed:</p> <ul style="list-style-type: none"> • a Car Parking and Access Management Plan (CPAMP) to be submitted to and approved in writing by the City of Rockingham, in consultation with the Department. The CPAMP shall demonstrate that all drop-offs and pick-ups associated with the proposal does not impinge upon the availability of on-street parking bays, which are directly adjacent to the Primary School, during the school's peak operating times. In addition, the CPAMP shall encourage the use of alternative transportation measures to staff and users of the proposed facility; and • service delivery and waste collection during the child care premises operation be arranged at hours that do not conflict with peak school drop off/ pick up times. <p>Should you have any questions in relation to the above, please do not hesitate to contact Sharnie Stuart, Senior Consultant-Land Planning on (08) 9264 4046 or by email at sharnie.stuart@education.wa.edu.au</p>



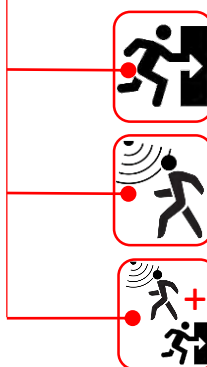
4FT ECOBAT-WP Weatherproof Batten

Product Features

- 20w / 40w Dual Power Selectable
- 4FT (1200mm)
- 3 colours in one: 4000K, 5000K, 6000K (switch select)
- 110° Beam Angle
- ABS Base with PC Lens
- 1270 x 116 x 74mm
- IP65 Housing
- IK07 Impact Rating
- Available in Emergency or Microwave Sensor Fitting
- Weight: 1.28kg



Options:



Emergency Fitting

Microwave Sensor Fitting

Motion sensor and Emergency Combined

20w/40w Dual Power

3 Colour Adjustable

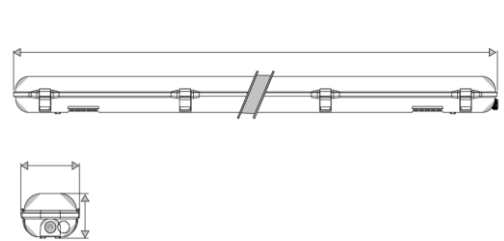


Specification Overview

Model	Power	Power Requirement	Colour Temp	Lumens	Beam Angle	Trim Colour	Dimensions
ECO-WP-4FT-3C	20/40w	200~240VAC	4000-5000-6000K	3951~4212lm/ 1975~2106lm	110°	Grey/Opal	1270x116x74mm



4FT ECOBAT-WP Weatherproof Batten



Options:



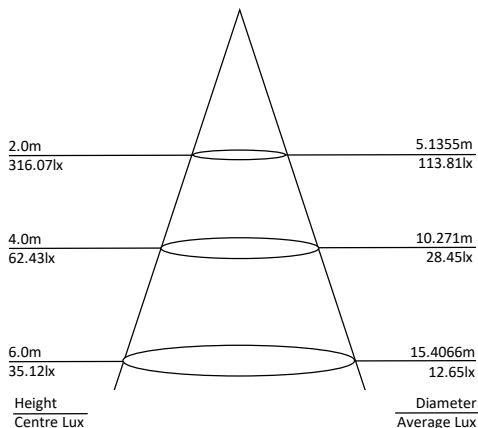
Emergency Fitting



Microwave Sensor Fitting



Motion sensor and
Emergency Combined



Specification (40w)

Model	ECO-WP-4FT-3C		
Colour Temperature (3CCT)	4000K	5000K	6000K
Lumen (lm)	3951lm	3968lm	4212lm
Efficiency (lm/w)	>105lm/w	>101lm/w	>117lm/w
Light Source	LED		
CRI (%)	≥80		
Beam Angle	110°		
Power Requirement	200~240VAC		
Power Consumption	37.48w	39.15w	36w
Dimmable	No		
Housing	ABS Base with PC Diffuser		
Lifespan	>50,000 hours		
Operation Temperature	-20°C~+50°C		
Product Dimension	1270 x 116 x 74mm		
Impact Rating	IK07		
Weight	1.28kg		
Protection Rating	IP65		
Warranty	3 Years		

Specifications are subject to change without notice

NOX30V2

ML-NOX30V2



300 Watt LED floodlight with offset bracket

Product code/Category

ML-NOX30V2 / Floodlights

Product information

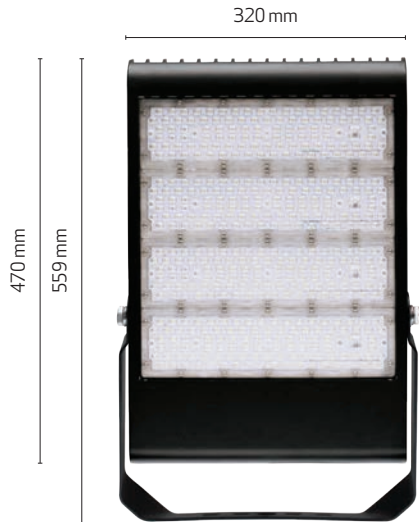
The NOX30V2 floodlight is our latest development of this iconic LED floodlight range. Featuring an ultra-efficient offset bracket that installers demand, super slim body and illumination specifications that lead the category, NOXV2 is the brightest choice by far. Supported by a M-Elec 3 year warranty (+2 years for PLI-lodge online).



Total power consumed:	300W*
Lumen output:	38000lm (WW) 40000lm (W)
Colour temperature:	3000K (WW) 5700K (W)
IP rating:	IP65
Impact rating:	IK08
CRI:	71+
Max. projected area:	200m ²
Max. mounting height:	35m
Efficacy:	130-139lm/W
Beam angle:	120 x 90 degrees
Dimmable:	Yes (0-10V)
Power supply:	100-240V AC 50/60Hz
Average life:	50,000hrs**
Dimensions:	Width 320mm Height 470mm (559mm) Depth 89mm
Weight:	11kg
Construction:	Aluminium body, PC lens
Kit includes:	1 x LED floodlight, flex & plug
Compliance:	AS/NZS 60598.1, AS/NZS 60598.2.5

*Total power consumed including driver

**Average life is calculated on expected average lifespan



3 YEAR WARRANTY + 2 PLI

5

NOX30V2

ML-NOX30V2

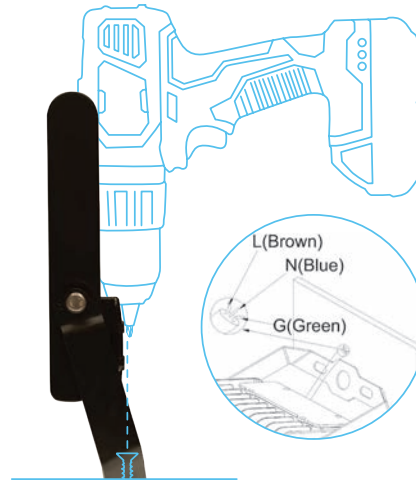
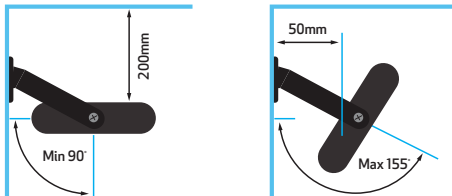


Installation instructions



PLEASE FOLLOW INSTRUCTIONS FOR CORRECT INSTALLATION:

1. Do not remove any part of the fitting
2. Install fitting using correct equipment and components (eg. expansion bolts for masonry)
3. Either plug unit in to the power outlet with pre-wired plug or connect wires directly in suitable enclosure



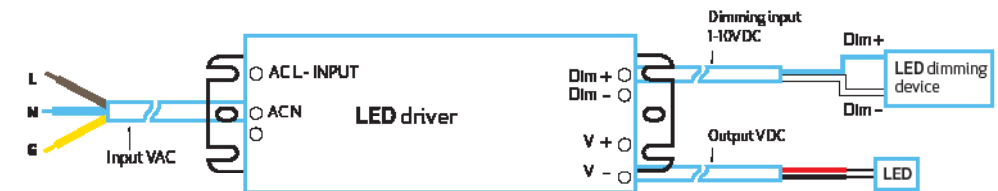
PLEASE NOTE!

- Read instructions carefully before attempting to install the fitting. Retain this guide for future reference
- Disconnect power before installing or servicing
- This fitting is for outdoor use and should not be used in areas with limited ventilation or high ambient temperatures
- Do not extend low voltage cables from the output of power supply
- All components must not be mechanically stressed
- Be careful not to damage or destroy conductive paths on the circuit board
- Follow all relevant electrical and safety standards (including AS3000)
- Correct electrical polarity must be observed as the wrong polarity may destroy the product and is not covered under warranty
- Damage by corrosion will not be honoured as a material defect claim. It is the user's responsibility to provide suitable protection against corrosive agents such as moisture, condensation and other harmful elements
- If the external flexible cable, cord or light source of this luminaire is damaged, it shall be exclusively replaced by the manufacture or a similar qualified person in order to avoid a hazard

Dimming connections

Please NOTE: Do not connect anything other than a 0-10V dimmer or control system or this product warranty will be void

1. Open the back of the light fitting
2. Safely and securely install your 0-10V cable into the NOXV2 and ensure you use suitable sealant/glands to keep the IP rating
3. Safely join the input positive (+) and negative (-) 0-10V cable to the dim+ (purple or blue) & dim- (grey or white) 0-10V input on the driver
4. Refix the back plate and ensure all seals are secure. Water penetration from a failure to seal the fitting properly will not be covered under warranty





Perth Lighting Consultants

ABN:69 609 527 586

26/08/2020

Secret Harbour Golf Links

Att Ben Sweeney

ben@secretsgolf.com.au

Project Title

Secret Harbour Golf Links driving range lighting upgrade phase 2

Design was done to meet

ASNZS4282-2019 control of obtrusive effects of outdoor lighting applicable to all boundaries and roads

AS_NZS 1680.2.4-1997 Industrial tasks and processes-general work areas

Included in this document

- 1. Luminaire specification to be installed*
- 2. Design results*
- 3. Obtrusive lighting compliance report*

Luminaire specification

TYPE F3 LUMINAIRE

NOX30V2
ML-NOX30V2



300 Watt LED floodlight with offset bracket

Product code/Category

ML-NOX30V2 / Floodlights

Product information

The NOX30V2 floodlight is our latest development of this iconic LED floodlight range. Featuring an ultra-efficient offset bracket that installers demand, super slim body and illumination specifications that lead the category, NOXV2 is the brightest choice by far. Supported by a M-Elec 3 year warranty (+2 years for PLI-hodge online).



TYPE B1-Batten WP 4FT - ECOBAT-WP - ECO-WP-4FT-3C

4FT ECOBAT-WP Weatherproof Batten

Product Features

- 20w / 40w Dual Power Selectable
- 4FT (1200mm)
- 3 colours in one: 4000K, 5000K, 6000K (switch select)
- 110° Beam Angle
- ABS Base with PC Lens
- 1270 x 116 x 74mm
- IP65 Housing
- IK07 Impact Rating
- Available in Emergency or Microwave Sensor Fitting
- Weight: 1.28kg



20w/40w Dual Power

3 Colour Adjustable



Specification Overview

Model	Power	Power Requirement	Colour Temp	Lumens	Beam Angle	Trim Colour	Dimensions
ECO-WP-4FT-3C	20/40w	200~240VAC	4000-5000-6000K	3951~4212lm/ 1975~2106lm	110°	Grey/Opal	1270x116x74mm

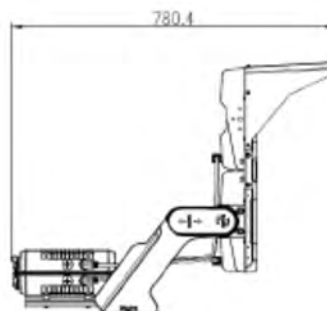
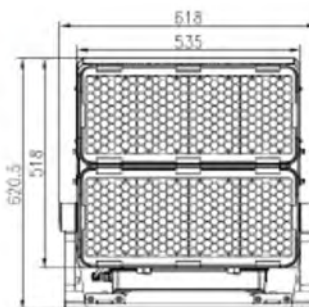
TYPE F2-HF2 SERIES FLOODLIGHT - 1200W



Integrated Power HF2 SERIES HIGH OUTPUT FLOODLIGHT - 1200W



The HF2 Series floodlights can cater to a wide range of floodlighting needs including industrial, sporting and security. These floodlights offer a wide selection of optics, effective glare control options and a highly adjustable mounting bracket, to ensure effective lighting results.



Design results

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
	8	F1	SINGLE	157440	0.900	NF2 1200W Medium
	9	B1	SINGLE	3968.8	0.900	ECO-WF-4FT-3C-4K
	4	F3	SINGLE	N.A.	0.900	ML-NOX30V2 3700K

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max	
100 METER 20M HIGH	Illuminance	Lux	160.43	1087	7.1	0.04	0.01	
125 METER 17,5 HIGH	Illuminance	Lux	12.46	15.5	10.7	0.86	0.68	
150 METER 15M HIGH	Illuminance	Lux	76.11	274.3	9.1	0.12	0.03	
175 METER 10M HIGH	Illuminance	Lux	86.35	140.3	45.7	0.53	0.33	
180 METER 4M HIGH	Illuminance	Lux	39.00	47.1	32.6	0.84	0.69	
200 METER 1M HIGH	Illuminance	Lux	20.16	23.6	17.3	0.86	0.73	
50 METER 10M HIGH	Illuminance	Lux	81.53	133.5	35.2	0.31	0.19	
75 METER 15M HIGH	Illuminance	Lux	17.12	28.8	13.2	0.77	0.46	
FIELD HORIZONTAL	Illuminance	Lux	55.23	136.6	7.6	0.14	0.06	
ObtrusiveLight 2 Cd Seg1	Obtrusive - Cd	N.A.	9088	12354	2794	0.31	0.23	
ObtrusiveLight 2 Cd Seg2	Obtrusive - Cd	N.A.	10442	11293	9721	0.93	0.86	
ObtrusiveLight 2 Cd Seg3	Obtrusive - Cd	N.A.	5986	6438	5677	0.95	0.88	
ObtrusiveLight 2 Cd Seg4	Obtrusive - Cd	N.A.	5528	5649	5420	0.98	0.96	
ObtrusiveLight 2 Cd Seg5	Obtrusive - Cd	N.A.	0.00	0	0	N.A.	N.A.	
ObtrusiveLight 2 T11 Seg1	Obtrusive - T11	Lux	0.95	1.4	0.8	0.84	0.57	
ObtrusiveLight 2 T11 Seg2	Obtrusive - T11	Lux	0.34	0.5	0.2	0.59	0.40	
ObtrusiveLight 2 T11 Seg3	Obtrusive - T11	Lux	0.09	0.1	0.0	0.00	0.00	
ObtrusiveLight 2 T11 Seg4	Obtrusive - T11	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight 2 T11 Seg5	Obtrusive - T11	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight Majorca Cd Seg1	Obtrusive - Cd	N.A.	8950	8908	8722	0.99	0.98	
ObtrusiveLight Majorca Cd Seg2	Obtrusive - Cd	N.A.	8894	9784	8593	0.97	0.88	
ObtrusiveLight Majorca Cd Seg3	Obtrusive - Cd	N.A.	5951	6079	5839	0.98	0.96	
ObtrusiveLight Majorca T11 Seg1	Obtrusive - T11	Lux	0.31	0.5	0.2	0.65	0.40	
ObtrusiveLight Majorca T11 Seg2	Obtrusive - T11	Lux	1.07	1.1	0.9	0.84	0.82	
ObtrusiveLight Majorca T11 Seg3	Obtrusive - T11	Lux	0.00	0.0	0.0	N.A.	N.A.	
T OFF BUILDING	Illuminance	Lux	303.87	1321	74	0.24	0.06	
T OFF GRASS AREA	Illuminance	Lux	118.33	1290	42.2	0.36	0.03	
T1-SECRET HARBOUR DRIVE 1	Obtrusive - T1	ft	N.A.	1	0	N.A.	N.A.	
T1-SECRET HARBOUR DRIVE 2	Obtrusive - T1	ft	N.A.	0	0	N.A.	N.A.	

Compliance results

Obtrusive Light - Compliance Report

AS/NZS 4282:2019, A3 - Medium District Brightness, Non-Curfew L1

Filename: COMPLIANCE REPORT SECRET HARBOUR DRIVING RANGE PHASE 2 UPGRADE

26/08/2020 12:15:36 PM

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (8):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLight 2_Ill_Seg1	PASS	1.3
ObtrusiveLight 2_Ill_Seg2	PASS	0.5
ObtrusiveLight 2_Ill_Seg3	PASS	0.1
ObtrusiveLight 2_Ill_Seg4	PASS	0.0
ObtrusiveLight 2_Ill_Seg5	PASS	0.0
ObtrusiveLight Majorca_Ill_Seg1	PASS	0.5
ObtrusiveLight Majorca_Ill_Seg2	PASS	1.1
ObtrusiveLight Majorca_Ill_Seg3	PASS	0.0

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 12500 Cd

Calculations Tested (8):

Calculation Label	Test Results
ObtrusiveLight 2_Cd_Seg1	PASS
ObtrusiveLight 2_Cd_Seg2	PASS
ObtrusiveLight 2_Cd_Seg3	PASS
ObtrusiveLight 2_Cd_Seg4	PASS
ObtrusiveLight 2_Cd_Seg5	PASS
ObtrusiveLight Majorca_Cd_Seg1	PASS
ObtrusiveLight Majorca_Cd_Seg2	PASS
ObtrusiveLight Majorca_Cd_Seg3	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (2):

Calculation Label	Adaptation Luminance	Test Results
TI-SECRET HARBOUR DRIVE 1	1	PASS
TI-SECRET HARBOUR DRIVE 2	1	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 2.0 %

Calculated UWLR: 1.1 %

Test Results: **PASS**

Design Liability

All calculations are based on specified parameters supplied by the client, product manufacturers as per attached spec sheets, Other assumed design parameters as detailed in the relevant Australian Standards to this design. In practice, the accuracy of the values may differ slightly due to environmental variations such as actual luminaire positioning, supply voltage, local luminaire ambient temperature, obstacles, etc.

Design scaling was done according to scaled google maps images and supplied PDF format engineering surveyed drawings.

Thus, the results for these submitted designs, assessed by PLC may have tolerances and accuracies within 10% of photometric and 5% of main voltage fluctuations as in accordance with AS/NZS 3827.1:1998 & AS/NZS 3827.2:1998

Perth Lighting consultants provides this document as a verification for designs submitted for install as a statement of conformity to relevant AS/NZS standards. Perth lighting consultants have taken every precaution to ensure validity of the lighting design procedures, so this design is a statement of compliance.

Compliance only applicable when luminaires are installed as per design parameter regarding installation mounting height tilt angles etc.

Support documentation included in report

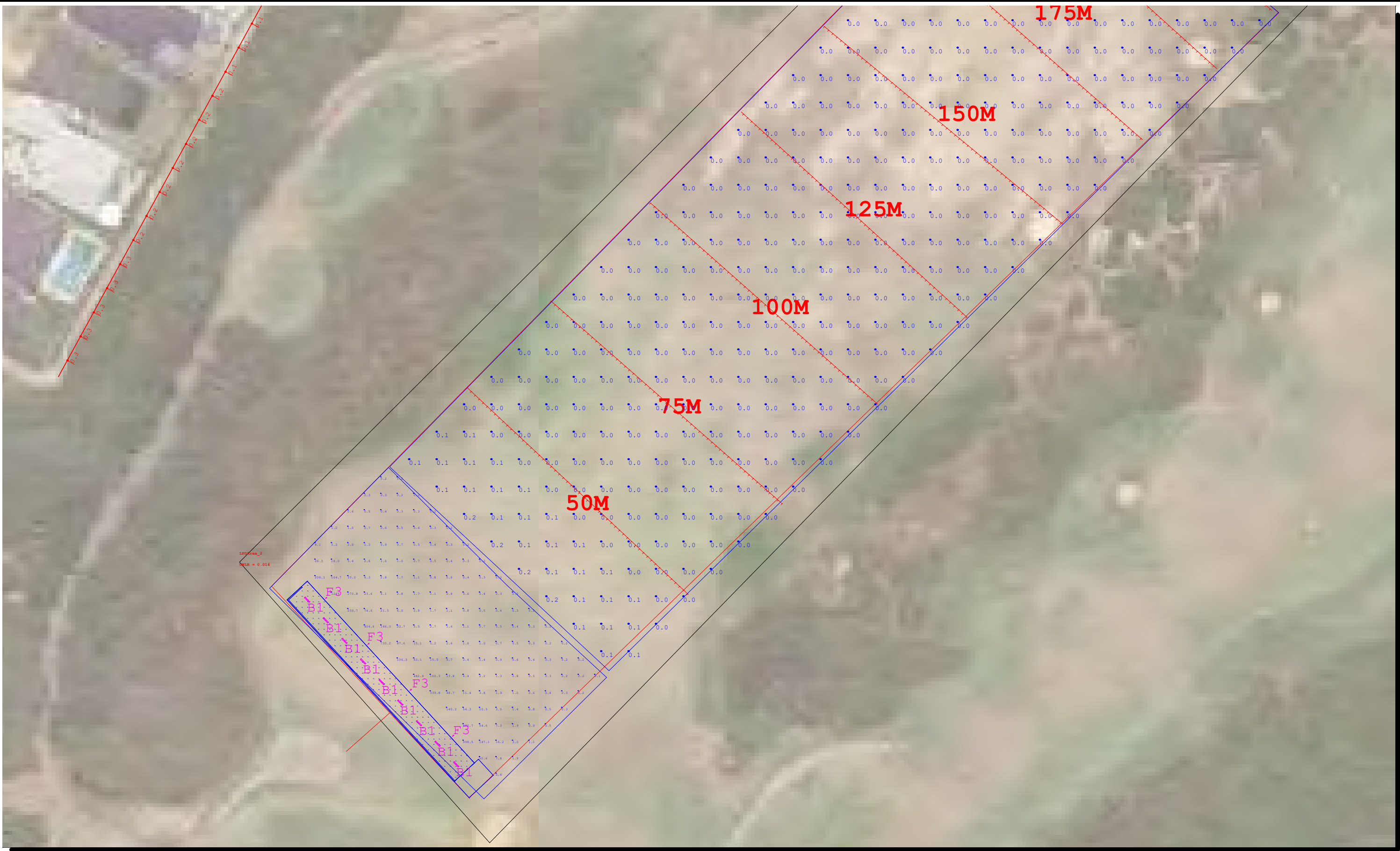
1. Compliant lighting design submitted by Perth lighting consultants
2. Data sheets for Luminaires used on project.
3. Obtrusive light report ASNZS4282-2019 (Displayed on last page of each lighting design submitted.

Project designer**Perth Lighting consultants**

FW Strydom Mies Lighting Engineer

Registration number 2367





PERTH LIGHTING
CONSULTANTS

WWW.PERTHLIGHTINGCONSULTANTS.COM

Project: SECRET HARBOUR
DRIVING RANGE PHASE 1 INSTALLATION

Client:

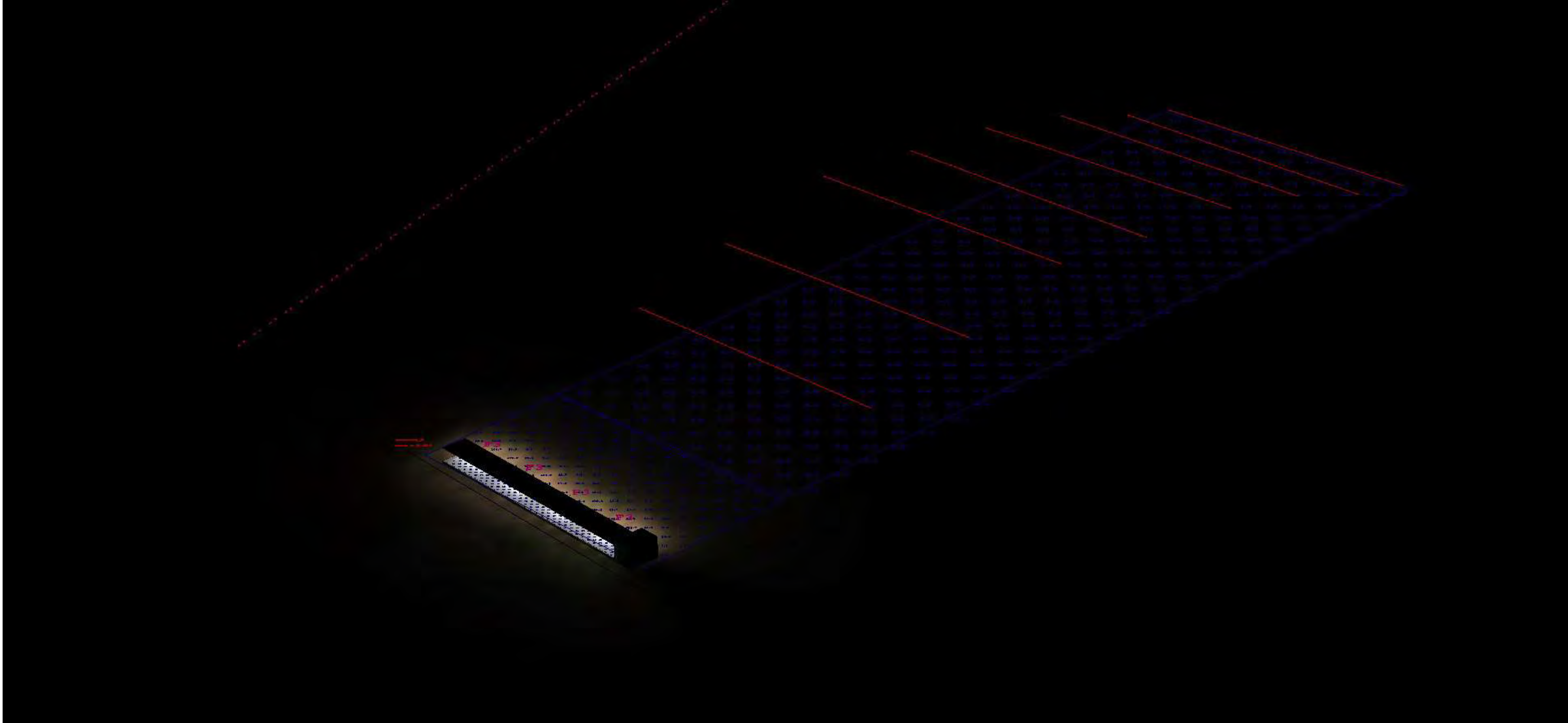
This design calculation is based upon specified parameters supplied by the client, and other design inputs assumed by us, as detailed in this document. In practice, the accuracy of the values will differ due to environmental variations such as actual luminaire positioning, room surface reflectance, supply voltage, local luminaire ambient temperature, obstacles/furniture, etc. These results are also subject to normally accepted photometric tolerances, and calculation/program uncertainties.

Perth Lighting consultants provides this calculation "as is" without any representation or warranty of any kind. The Company shall be under no liability to the Customer for failure to attain such performance figures unless the performance of the Goods supplied is specifically guaranteed in writing, and any such written guarantee shall be subject to recognised manufacturing variations and tolerances applicable to the Goods.



Rev:	Date:	Comments:

File Name:

Project No:	
Designer:	FWS
Drawn Date:	26/08/2020
Page Size:	A3
Scale:	Not to scale



<div>PERTH LIGHTING CONSULTANTS</div> <div>WWW.PERTHLIGHTINGCONSULTANTS.COM</div>	<div>Project: SECRET HARBOUR</div> <div>DRIVING RANGE PHASE 1 INSTALLATION</div>	<div>Client:</div> <div></div> <div>This design calculation is based upon specified parameters supplied by the client, and other design inputs assumed by us, as detailed in this document. In practice, the accuracy of the values will differ due to environmental variations such as actual luminaire positioning, room surface reflectance, supply voltage, local luminaire ambient temperature, obstacles/furniture, etc. These results are also subject to normally accepted photometric tolerances, and calculation/program uncertainties.</div> <div>Perth Lighting consultants provides this calculation "as is" without any representation or warranty of any kind. The Company shall be under no liability to the Customer for failure to attain such performance figures unless the performance of the Goods supplied is specifically guaranteed in writing, and any such written guarantee shall be subject to recognised manufacturing variations and tolerances applicable to the Goods.</div>	Rev:	Date:	Comments:	Project No:	
						Designer: FWS	
						Drawn Date: 26/08/2020	Scale: Not to scale
						Page Size: A3	Page 2 of 3
						File Name:	

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
	9	B1	SINGLE	3968.5	0.900	ECO-WP-4FT-3C-4K
	4	F3	SINGLE	N.A.	0.900	ML-NOX30V2 5700K

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max	
100 METER 20M HIGH	Illuminance	Lux	0.30	0.3	0.3	1.00	1.00	
125 METER 17,5 HIGH	Illuminance	Lux	0.20	0.2	0.2	1.00	1.00	
150 METER 15M HIGH	Illuminance	Lux	0.10	0.1	0.1	1.00	1.00	
175 METER 10M HIGH	Illuminance	Lux	0.10	0.1	0.1	1.00	1.00	
180 METER 4M HIGH	Illuminance	Lux	0.02	0.1	0.0	0.00	0.00	
200 METER 1M HIGH	Illuminance	Lux	0.00	0.1	0.0	N.A.	0.00	
50 METER 10M HIGH	Illuminance	Lux	1.06	1.3	0.7	0.66	0.54	
75 METER 15M HIGH	Illuminance	Lux	0.57	0.6	0.5	0.88	0.83	
FIELD HORIZONTAL	Illuminance	Lux	0.01	0.2	0.0	0.00	0.00	
ObtrusiveLight 2_Cd_Seg1	Obtrusive - Cd	N.A.	208.76	221	181	0.87	0.82	
ObtrusiveLight 2_Cd_Seg2	Obtrusive - Cd	N.A.	206.20	208	205	0.99	0.99	
ObtrusiveLight 2_Cd_Seg3	Obtrusive - Cd	N.A.	0.00	0	0	N.A.	N.A.	
ObtrusiveLight 2_Cd_Seg4	Obtrusive - Cd	N.A.	0.00	0	0	N.A.	N.A.	
ObtrusiveLight 2_Cd_Seg5	Obtrusive - Cd	N.A.	0.00	0	0	N.A.	N.A.	
ObtrusiveLight 2_Ill_Seg1	Obtrusive - Ill	Lux	0.10	0.3	0.0	0.00	0.00	
ObtrusiveLight 2_Ill_Seg2	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight 2_Ill_Seg3	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight 2_Ill_Seg4	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight 2_Ill_Seg5	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight Majorca_Cd_Seg1	Obtrusive - Cd	N.A.	69.05	187	0	0.00	0.00	
ObtrusiveLight Majorca_Cd_Seg2	Obtrusive - Cd	N.A.	0.00	0	0	N.A.	N.A.	
ObtrusiveLight Majorca_Cd_Seg3	Obtrusive - Cd	N.A.	0.00	0	0	N.A.	N.A.	
ObtrusiveLight Majorca_Ill_Seg1	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight Majorca_Ill_Seg2	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
ObtrusiveLight Majorca_Ill_Seg3	Obtrusive - Ill	Lux	0.00	0.0	0.0	N.A.	N.A.	
T OFF BUILDING	Illuminance	Lux	269.60	1275	72	0.27	0.06	
T OFF GRASS AREA	Illuminance	Lux	43.85	1245	0.1	0.00	0.00	
Ti-SECRET HARBOUR DRIVE 1	Obtrusive - TI	%	N.A.	0	0	N.A.	N.A.	
Ti-SECRET HARBOUR DRIVE 2	Obtrusive - TI	%	N.A.	0	0	N.A.	N.A.	

Luminaire Location Summary					
LumNo	Label	Z	Orient	Tilt	
9	B1	2.901	315	0	
10	B1	2.901	315	0	
11	B1	2.901	315	0	
12	B1	2.901	315	0	
13	B1	2.901	315	0	
14	B1	2.901	315	0	
15	B1	2.901	315	0	
16	B1	2.901	315	0	
17	B1	2.901	315	0	
23	F3	3	45	10	
24	F3	3	45	10	
25	F3	3	45	10	
26	F3	3	45	10	
Total Quantity: 13					

Obtrusive Light - Compliance Report

AS/NZS 4282:2019, A3 - Medium District Brightness, Non-Curfew L1

Filename: SECRET HARBOUR DRIVING RANGE PHASE 1 EXISTING LIGHTING

26/08/2020 10:11:14 AM

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (8):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLight 2_Ill_Seg1	PASS	0.3
ObtrusiveLight 2_Ill_Seg2	PASS	0.0
ObtrusiveLight 2_Ill_Seg3	PASS	0.0
ObtrusiveLight 2_Ill_Seg4	PASS	0.0
ObtrusiveLight 2_Ill_Seg5	PASS	0.0
ObtrusiveLight Majorca_Ill_Seg1	PASS	0.0
ObtrusiveLight Majorca_Ill_Seg2	PASS	0.0
ObtrusiveLight Majorca_Ill_Seg3	PASS	0.0

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 12500 Cd

Calculations Tested (8):

Calculation Label	Test Results
ObtrusiveLight 2_Cd_Seg1	PASS
ObtrusiveLight 2_Cd_Seg2	PASS
ObtrusiveLight 2_Cd_Seg3	PASS
ObtrusiveLight 2_Cd_Seg4	PASS
ObtrusiveLight 2_Cd_Seg5	PASS
ObtrusiveLight Majorca_Cd_Seg1	PASS
ObtrusiveLight Majorca_Cd_Seg2	PASS
ObtrusiveLight Majorca_Cd_Seg3	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (2):

Calculation Label	Adaptation Luminance	Test Results
Ti-SECRET HARBOUR DRIVE 1	1	PASS
Ti-SECRET HARBOUR DRIVE 2	1	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 2.0 %

Calculated UWLR: 1.6 %

Test Results: **PASS**



Our Ref: 20200542-E0201-A-0001
Enquiries to: wlevisohn@bcagroup.com.au

24/11/2020

City of Rockingham
Cnr Civic Boulevard & Central Promenade
ROCKINGHAM WA 6168

Attention: David Banovic

Dear David

**Re: Golf Course Driving Range, Secret Harbour
Review of Perth Lighting Consultants' Obtrusive Lighting Report**

We have reviewed the Perth Lighting Consultants' (PLC) lighting calculations and report (received on 08/10/20) on the compliance of the lighting at the weather shelter at the Secret Harbour Golf Course driving range to AS/NZS 4282:2019 – "Control of the obtrusive effects of outdoor lighting".

The report and calculations are for the effects of obtrusive lighting on the residential properties to the north of the driving range on Secret Harbour Boulevard.

The lighting at the weather shelter consists of 9 No. type B1 LED weatherproof batten luminaires fixed to the underside of the shelter structure and 4 No. type F3 LED floodlight luminaires fixed to the front edge of the shelter structure. The PLC report specifies that the obtrusive lighting calculations were carried out with the type F3 luminaires positioned with a 10-degree tilt from horizontal.

The calculations were based upon an A3 environmental zone – medium district brightness, i.e. suburban areas in towns and cities.

The PLC report and calculations concludes that the installed lighting to the weather shelter complies with the requirements of AS/NZS 4282:2019.

Upon review of the PLC calculations and report the following items were noted:

- The PLC calculations were carried out using a light loss factor (LLF) of 0.9, however the Standard requires calculations to use initial illuminance, i.e. LLF of 1.
- An A3 environmental zone (medium district brightness, i.e. suburban areas in towns and cities) was used in the calculation. However an A2 environmental zone – low district brightness, i.e. sparsely inhabited rural and semi-rural areas, may be more appropriate due to the dark surrounds of a golf course at night. This may be a reason why there are complaints from adjacent residential properties.
- The installation and orientation of the type F3 floodlight luminaires (with a 10-degree tilt from horizontal, i.e. pointing down at the ground) do not make sense. This results in the floodlights only lighting the immediate area in front of the weather shelter to a very high level.

The different environmental zones used in the Standard (A2, A3, etc.) factors in the ambient light conditions of the area and takes account of land use zoning which in part reflects the function of the lighting and the level of night time activity to be expected in the area. Refer Table 3.1 from the Standard below.

ENVIRONMENTAL ZONES

Zones	Description	Examples
A0	Intrinsically dark	UNESCO Starlight Reserve. IDA Dark Sky Parks. Major optical observatories No road lighting - unless specifically required by the road controlling authority
A1	Dark	Relatively uninhabited rural areas No road lighting - unless specifically required by the road controlling authority
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas
A3	Medium district brightness	Suburban areas in towns and cities
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas
TV	High district brightness	Vicinity of major sports stadium during TV broadcasts
V	Residences near traffic routes	Refer AS/NZS 1158.1.1
R1	Residences near local roads with significant setback	Refer AS/NZS 1158.3.1
R2	Residences near local roads	Refer AS/NZS 1158.3.1
R3	Residences near a roundabout or local area traffic management device	Refer AS/NZS 1158.3.1
RX	Residences near a pedestrian crossing	Refer AS/NZS 1158.4

NOTE: Recreational areas are not considered commercial.

We carried out an obtrusive lighting calculation based upon the photometric files for the type B1 and F3 luminaires, installed as per the PLC design, for an A3 environmental zone but with the LLF adjusted to 1 (as per AS/NZS 4282:2019 requirements). Even with the adjusted LLF, our calculation agrees with the PLC calculation that the lighting installation complies with the requirements of AS/NZS 4282:2019, for an A3 environmental zone. Refer Attachment 1.

As a comparison, we also carried out a calculation for an A2 environmental zone to allow for the dark environment / background of the golf course at night. This gave a non-compliant result, with the Upward Waste Light Ratio (UWLR) exceeding the limit set by the Standard. This would result in a glow low in the darkened sky above the area of the weather shelter. It is noted that the non-compliance appears small, i.e. a required UWLR maximum of 0.01 compared to the calculated value of 0.017, which would possibly not be noticeable on site. Refer Attachment 2.

The Standard proposes that in the absence of a local Authority specified curfew time, i.e. a time period during which the lighting will need to be assessed at a lower level or switched off, that a curfew time of 11pm to 6am be used in calculations. We note your advice that the weather shelter is only intended for use up to 8pm at the latest, therefore obtrusive lighting would not need to be checked beyond that time.



It is worth noting that the Standard states in relation to the limiting values used in the design calculations,

“Although these limiting values are intended to control the obtrusive effects, they will not necessarily ensure that a conforming installation will receive no adverse reaction from those affected by the spill light.”

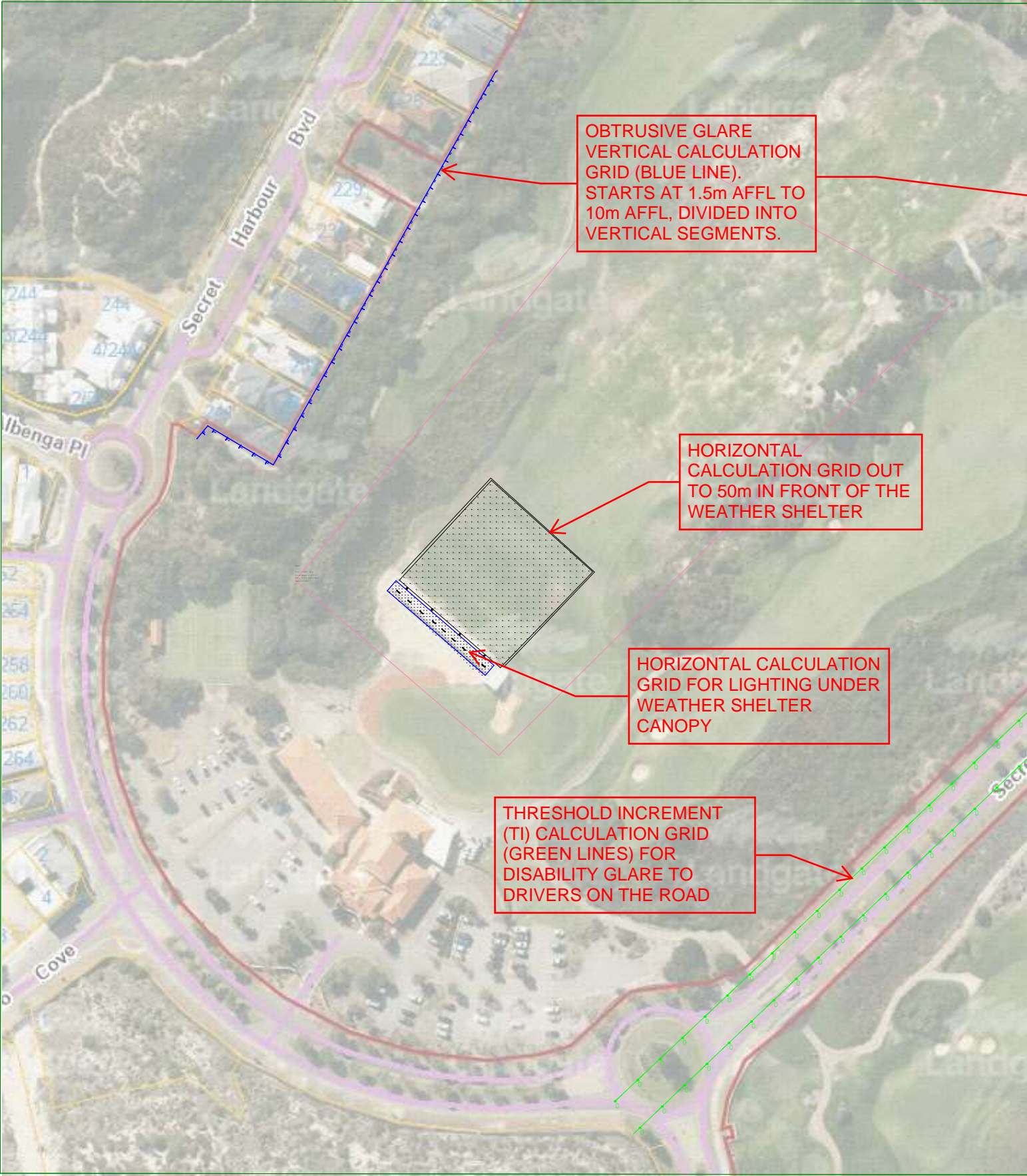
Should you have any queries please do not hesitate to contact us.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'W. Levisohn', with a horizontal line drawn underneath.

WARREN LEVISOHN

Electrical Engineering Manager
BCA Consultants (WA) Pty Ltd





OBTRUSIVE GLARE
VERTICAL CALCULATION
GRID (BLUE LINE).
STARTS AT 1.5m AFFL TO
10m AFFL, DIVIDED INTO
VERTICAL SEGMENTS.

HORIZONTAL
CALCULATION GRID OUT
TO 50m IN FRONT OF THE
WEATHER SHELTER

HORIZONTAL CALCULATION
GRID FOR LIGHTING UNDER
WEATHER SHELTER
CANOPY

THRESHOLD INCREMENT
(TI) CALCULATION GRID
(GREEN LINES) FOR
DISABILITY GLARE TO
DRIVERS ON THE ROAD

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
	4	F3	SINGLE	N.A.	1.000	TLFLL300P3YYZZ-90120I-277V_IE
	9	B1	SINGLE	4212.1	1.000	ECO-WP-4FT-3C-5K

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max
50M	Illuminance	Lux	41.81	1337	0.0	0.00	0.00
ObtrusiveLight_1_Cd_Seg1	Obtrusive Light - Cd	N.A.	N.A.	224	0	N.A.	N.A.
ObtrusiveLight_1_Cd_Seg2	Obtrusive Light - Cd	N.A.	N.A.	226	0	N.A.	N.A.
ObtrusiveLight_1_Cd_Seg3	Obtrusive Light - Cd	N.A.	N.A.	233	0	N.A.	N.A.
ObtrusiveLight_1_Ill_Seg1	Obtrusive Light - Ill	Lux	N.A.	0.2	0.0	N.A.	N.A.
ObtrusiveLight_1_Ill_Seg2	Obtrusive Light - Ill	Lux	N.A.	0.1	0.0	N.A.	N.A.
ObtrusiveLight_1_Ill_Seg3	Obtrusive Light - Ill	Lux	N.A.	0.4	0.0	N.A.	N.A.
Secret Harbour Drive 1	Obtrusive Light - TI	%	0.00	0	0	N.A.	N.A.
Secret Harbour Drive 2	Obtrusive Light - TI	%	0.00	0	0	N.A.	N.A.
Under canopy	Illuminance	Lux	298.47	1385	39.9	0.13	0.03

UWLR Area Summary		
Label	Area	UWLR
UWLR	18826	0.017

Luminaire Location Summary		
Label	Z	Tilt
F3	2.9	10
F3	2.9	10
F3	2.9	10
F3	2.9	10
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0

NOTES:

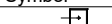
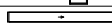
Assessment made using photometric files for installed fixtures B1 & F3. F3 fixtures located as per original design concept and tilted @ 10 deg as per location summary. B1 fixtures have been located to the underside of the shelter @ 3mtr's above ground level as per original design.

Obtrusive calculation grid has been applied to residential properties along Secret Harbour Bvd. Calculation is based on initial LLF (light loss factor) of 1 as per AS/NZS4282:2019 "Obtrusive effects of outdoor lighting". Area is assumed as A3 zone = Medium district brightness, ie: suburban areas in towns and cities. Vertical illuminance at non-curfew hours should be no more than 10 lux and no more than 12500cd (cd=candela intensity). UWLR (upward light ratio) should be no more than 0.02.

Design complies with AS/NZS4282:2019 Level 1 control A3 zone for obtrusive light, luminous intensities, thresehold increments and upward waste light.

ATTACHMENT 1
SECRET HARBOUR GC DRIVING RANGE WEATHER SHELTER LIGHTING
ASSESSMENT TO AS/NZS 4282:2019 A3 ENVIRONMENTAL ZONE



Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
	4	F3	SINGLE	N.A.	1.000	TLFLL300P3YYZZ-90120I-277V_IE
	9	B1	SINGLE	4212.1	1.000	ECO-WP-4FT-3C-5K

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max
50M	Illuminance	Lux	41.81	1337	0.0	0.00	0.00
ObtrusiveLight_1_Cd_Seg1	Obtrusive Light - Cd	N.A.	N.A.	224	0	N.A.	N.A.
ObtrusiveLight_1_Cd_Seg2	Obtrusive Light - Cd	N.A.	N.A.	226	0	N.A.	N.A.
ObtrusiveLight_1_Cd_Seg3	Obtrusive Light - Cd	N.A.	N.A.	233	0	N.A.	N.A.
ObtrusiveLight_1_Ill_Seg1	Obtrusive Light - Ill	Lux	N.A.	0.2	0.0	N.A.	N.A.
ObtrusiveLight_1_Ill_Seg2	Obtrusive Light - Ill	Lux	N.A.	0.1	0.0	N.A.	N.A.
ObtrusiveLight_1_Ill_Seg3	Obtrusive Light - Ill	Lux	N.A.	0.4	0.0	N.A.	N.A.
Secret Harbour Drive 1	Obtrusive Light - TI	%	0.00	0	0	N.A.	N.A.
Secret Harbour Drive 2	Obtrusive Light - TI	%	0.00	0	0	N.A.	N.A.
Under canopy	Illuminance	Lux	298.47	1385	39.9	0.13	0.03

UWLR Area Summary		
Label	Area	UWLR
UWLR	18826	0.017

Luminaire Location Summary		
Label	Z	Tilt
F3	2.9	10
F3	2.9	10
F3	2.9	10
F3	2.9	10
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0
B1	3	0

NOTES:

Assessment made using photometric files for installed fixtures B1 & F3. F3 fixtures located as per original design concept and tilted @ 10 deg as per location summary. B1 fixtures have been located to the underside of the shelter @ 3mtr's above ground level as per original design.

Obtrusive calculation grid has been applied to residential properties along Secret Harbour Bvd. Calculation is based on initial LLF (light loss factor) of 1 as per AS/NZS4282:2019 "Obtrusive effects of outdoor lighting". Area is assumed as A2 zone = Low district brightness, ie: sparsely inhabited rural and semi-rural areas. Vertical illuminance at non-curfew hours should be no more than 5 lux and no more than 7500cd (cd=candela intensity). UWLR (upward light ratio) should be no more than 0.01.

Design complies with AS/NZS4282:2019 Level 1 control A2 zone for obtrusive light, luminous intensities, thresehold increments and fails upward waste light.

1.1.1.1

City of Rockingham

Secret Harbour Golf Course

- Obtrusive Lighting Category



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Our Ref: 1820202v2.0

Mr David Banovic
 Senior Planning Officer
 City of Rockingham
 Civic Boulevard
 Rockingham Western Australia

Powerlyt Group Pty Ltd

ACN: 612 025 858

Unit 1/5 Ledger St

Balcatta WA 6021

T: 0433 164 327

M: 0433 164 327

E: asheth@powerlyt.com.au

20 December 2020

www.powerlyt.com.au

Dear David,

Re: Golf Course Driving Range, Secret Harbour – Category Assessment

This letter stipulates our opinion on the designation of the Environmental Zone as stated in Table 3.1 of AS 4282:2019.

We have reviewed the reports by our fellow Consultants and agree that the Obtrusive Assessments has to be undertaken with a LLF of 1.0.

We note that the Secret Harbour Golf Course is nestled along the coast and within a developed Suburb. The golf course is surrounded by Public Lighting (that is not to be assessed against AS4282:2019) and other sporting ovals and commercial areas as shown below.



Please note that we have not designed the Project Area and as such rely on the reports provided by both Consultants for compliance to Obtrusive Lighting assessments.

The two possible environmental zones are A2 or A3 as per Table 3.1 of AS4282:2019. For reference purposes, the table is shown below.

ENVIRONMENTAL ZONES

Zones	Description	Examples
A0	Intrinsically dark	UNESCO Starlight Reserve. IDA Dark Sky Parks. Major optical observatories No road lighting - unless specifically required by the road controlling authority
A1	Dark	Relatively uninhabited rural areas No road lighting - unless specifically required by the road controlling authority
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas
A3	Medium district brightness	Suburban areas in towns and cities
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas
TV	High district brightness	Vicinity of major sports stadium during TV broadcasts
V	Residences near traffic routes	Refer AS/NZS1158.1.1
R1	Residences near local roads with significant setback	Refer AS/NZS 1158.3.1
R2	Residences near local roads	Refer AS/NZS 1158.3.1
R3	Residences near a roundabout or local area traffic management device	Refer AS/NZS 1158.3.1
RX	Residences near a pedestrian crossing	Refer AS/NZS 1158.4

NOTE: Recreational areas are not considered commercial.

To further understand the definition of Semi-Rural, based on (<https://blog.id.com.au/2017/location-analysis/how-to-categorise-local-areas-in-australia/>) we note that:

“Peri-urban/semi-rural areas

Peri-urban areas (sometimes referred to as semi-rural areas) are contested spaces wedged between the state capital and regional areas that are neither urban nor rural. There are 34 local government areas that fit in this category that including Mornington Peninsula (VIC) and Blue Mountains (NSW).

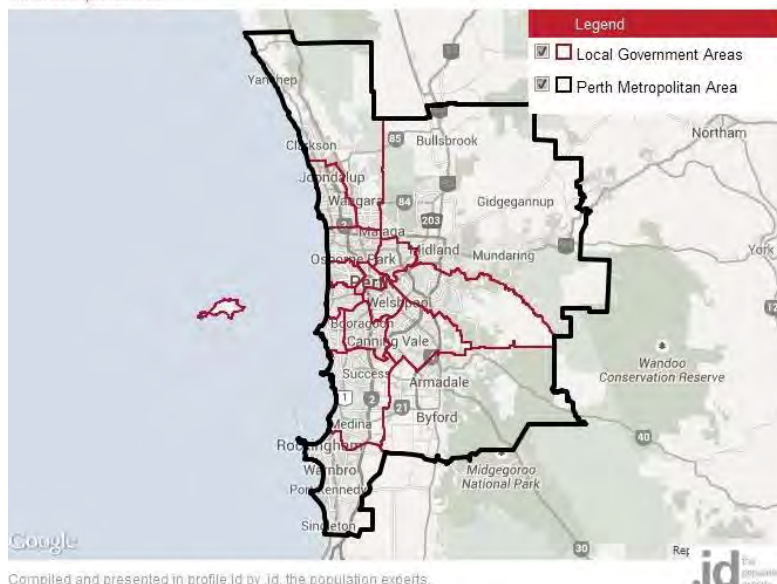
Characteristics of peri-urban/semi-rural areas include:

- Located around the fringe of metropolitan regions, within commuting reach of employment, education and cultural functions.
- Typically contain an ageing population as younger groups migrate towards the urban core – 75% of growth in Lithgow City took place in age groups 60+ (2001-2011).
- Land use conversion of former rural lands, with a mixture of urban and rural activities.
- Incremental development poses challenges for the management of peri-urban landscapes and natural resources.”

In assessing the location with respect to the Secret Harbour Golf Course being designated Semi Rural we make the following observations:

1. Secret Harbour Suburb is not on the fringes of the Perth Metropolitan Area as per the Map below:

Profile areas
Perth Metropolitan Area



Source - <https://blog.id.com.au/wp-content/uploads/New-Perth-LGAs.jpg>

2. The Chart below shows that the population in Rockingham in general is largely young or in the working age group.

Service age groups Five year age groups Age-sex pyramid

Area: City of Rockingham

Benchmark area: Greater Perth

Comparison year: 2011

Gender: Persons

reset

Age structure - Service age groups

export

reset

City of Rockingham - Total persons (Usual residence)	2016			2011			Change
Service age group (years)	Number	%	Greater Perth %	Number	%	Greater Perth %	2011 to 2016
a Babies and pre-schoolers (0 to 4)	9,411	7.5	6.5	8,321	8.0	6.6	+1,090
a Primary schoolers (5 to 11)	13,398	10.7	9.0	10,608	10.2	8.7	+2,790
a Secondary schoolers (12 to 17)	10,130	8.1	7.2	9,618	9.2	7.9	+512
a Tertiary education and independence (18 to 24)	11,703	9.4	9.4	10,111	9.7	10.2	+1,592
a Young workforce (25 to 34)	18,227	14.6	15.8	13,624	13.1	14.7	+4,603
a Parents and homebuilders (35 to 49)	26,056	20.8	20.9	23,468	22.5	21.6	+2,588
a Older workers and pre-retirees (50 to 59)	15,180	12.1	12.2	11,604	11.1	12.4	+3,576
a Empty nesters and retirees (60 to 69)	10,525	8.4	9.7	8,563	8.2	9.2	+1,962
a Seniors (70 to 84)	8,766	7.0	7.5	6,972	6.7	7.0	+1,794
a Elderly aged (85 and over)	1,712	1.4	1.8	1,216	1.2	1.6	+496
Total	125,108	100.0	100.0	104,105	100.0	100.0	+21,003

Source - <https://profile.id.com.au/rockingham/service-age-groups?COIID=3030&Denominator=3030>



3. The land use of some areas is still rural purposes however the Secret Harbour suburb has been well established for a number of years.

In our opinion, the Secret Harbour Suburb and more importantly the Golf Course is not in a rural or semi-rural area and therefore the environmental zone of A3 would be applicable.

We trust that this assessment meets your needs. If you wish to discuss our submission or require us to supply further information, please do not hesitate to contact me directly on 0433 164 327.

Yours sincerely

Amish Sheth
Principal, CPEng, NER.



Our ref: 26366-3-20238

16 November 2020

Secret Harbor Golf Links
PO Box 7060,
SECRET HARBOUR, WA 6173

Attention: Ben Sweeny
Email : ben@secretsgolf.com.au

Dear Ben,

**SECRET HARBOR GOLF LINKS
DRIVING RANGE CHANGE OF HOURS - ACOUSTIC ASSESSMENT**

Herring Storer Acoustics was commissioned to conduct an assessment of noise emissions in accordance with the *Environmental Protection (Noise) Regulations 1997* for the driving range.

This work has been requested to accompany the application for a change of hours to the use of the range (to after 7pm).

SUMMARY

Based on noise level measurement and subsequent calculations, noise levels associated with the driving range are considered able to comply with the applicable assigned noise levels stipulated by the *Environmental Protection (Noise) Regulations 1997*. At all times, with the exception of the night period.

Hence, the change in operation of the driving range to past 7pm, until 10pm, is considered appropriate in the context of the noise impact upon the neighbouring noise sensitive premises.

CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern.



TABLE 1 – BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: L_{A10} is the noise level exceeded for 10% of the time.

L_{A1} is the noise level exceeded for 1% of the time.

L_{Amax} is the maximum noise level.

"IF" is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15 dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

- (a) is more than 3dB L_{A Fast} or is more than 3 dB L_{A Fast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3dB when the sound pressure levels are determined as L_{Aeq,T} levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{A Slow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 2 below.

TABLE 2 – ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

Figure 1 below shows the location of the driving range and the representative noise sensitive premises requiring consideration of the noise impact associated with the change of hours.



FIGURE 1 – VIEW OF SURROUNDING AREA

The influencing factor at the neighbouring residences has been conservatively estimated at 0 dB, for all locations, noting that this is conservative to simplify analysis.

Hence, the assigned outdoor noise levels are as listed below in Table 4.

TABLE 4 – ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
R1 – R5	Day	45	55	65
	Sunday / Public Holiday Day	40	50	65
	Evening	40	50	55
	Night	35	45	55

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

MEASUREMENT

Noise levels associated with the driving range were measured on 15th September 2020 at approximately midday.

Noise levels were recorded of the buggy/cart that is proposed to be utilised for golf ball collection on the range, at close proximity to utilise the measurements in a noise model. The noise level measurement included golf balls within the collection cage, and any associated noises with the operation of the machine.

Similarly, noise levels of golf ball strikes with a gold clubs were recorded at a distance of 1m, to utilise the measurements in a noise model. Measurements of a metal driver being utilised was found to be the highest noise level, and has been utilised in this assessment.

Background noise levels at the time of measurement were not significant compared to the noise levels measured. Weather conditions at the time of measurement did not impact the measurements. It is also noted that as the measurements were recorded in the nearfield (i.e. in close proximity to the noise source) to develop a noise model, the conditions at the time of measurement are not pertinent to the assessment.

Noise levels of were recorded with a Svan 971 sound level meter. A calibration check was carried out prior to and after measurements with a Bruel and Kjaer 4231 Sound Level Calibrator.

All instrument used are currently factory calibrated. Calibration certificates are available upon request.

Details of measurements are listed below in Table 5.

TABLE 5 – MEASURED NOISE LEVELS

Measurement	Measured Noise Level, dB(A)
Golf Ball Collector	63 L _{AS10} dB – at a distance of 5m driveby
Gold Ball Strikes	88 dB L _{ASMAX} – at a distance of 1m

METHODOLOGY

Noise modelling of the noise propagation from the proposed driving range was carried out using the environmental noise modelling computer program, “SoundPlan”. Single point calculations were undertaken.

Noise levels associated with the golf ball collector was modelled as a line source, driving a path back and forth collecting balls on the range – noting that this results in the golf ball collector being at all locations at once which is conservative.

Golf ball strikes have been modelled as a point source at the driving range, noting that the “clumping” of 15 hits at the one location considered to be conservative – both in terms of noise impact at the neighbours, and noting that no allowance for a diversity of differing noise levels associated with different clubs have been considered (i.e. all 15 strikes “clumped” are people using a driver).

It is noted that “talking, cheering and laughing” has not been included in the noise modelling for assessment as we have been informed that that vast majority attend the range by themselves – i.e. not in a group – hence, is not deemed likely to occur.

Input data for computer modelling included:

- Location of driving range.
- EPA standard weather condition for night periods (see Table 6).
- Sound power levels, based on the measurements listed above in Table 5.

TABLE 6 - WEATHER CONDITIONS

Condition	Night Period
Temperature	15 °C
Relative humidity	50%
Pasquil Stability Class	F
Wind speed	3 m/s*

* From source to receiver

RESULTS

Single point calculations were undertaken for all locations shown in Figure 1, with the results of the modelling listed in Table 7. Noise contour maps were also produced, following a request from council, and are attached.

TABLE 7 – RESULTANT NOISE LEVEL

Receiver Location	Calculated Noise Level, dB(A)	
	Golf Ball Collector, L _{A10}	Golf Ball Strikes, L _{ASmax}
R1	33	49
R2	34	43
R3	31	39
R4	35	35
R5	35	35

Noise levels associated with the golf ball collector may exhibit tonal characteristics at the neighbouring premises, hence, a + 5 dB adjustment to the calculated noise levels is considered applicable. At the distance the noise sensitive premises are from the driving range tee-off point, the noise emissions associated with the striking of golf balls are not considered likely to contain annoying characteristics.

Therefore, the assessable noise levels are as listed in Table 8.

TABLE 8 – ASSESSABLE NOISE LEVELS

Receiver Location	Assessable Noise Level, dB(A)	
	Golf Ball Collector, L _{A10}	Golf Ball Strikes, L _{ASmax}
R1	38	49
R2	39	43
R3	36	39
R4	40	35
R5	40	35

A comparison of the assessable noise levels against the relevant assigned noise levels are shown in Tables 9 and 10.

The golf ball strikes has been compared against the L_{A1} assigned noise level parameter – utilising the maximum noise level calculation. This is considered to ensure a conservative assessment and allow for what is understood to be up to 15 people on the driving range at one time.

TABLE 9 – ASSESSMENT – GOLF BALL COLLECTION

Location	Assessable Noise Level, L_{A10} , dB(A)	Applicable Times of Day	Applicable L_{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	38	Day	45	Complies
		Sunday / Public Holiday Day Period	40	Complies
		Evening	40	Complies
		Night	35	+ 3 dB
R2	39	Day	45	Complies
		Sunday / Public Holiday Day Period	40	Complies
		Evening	40	Complies
		Night	35	+ 4 dB
R3	36	Day	45	Complies
		Sunday / Public Holiday Day Period	40	Complies
		Evening	40	Complies
		Night	35	+ 1 dB
R4	40	Day	45	Complies
		Sunday / Public Holiday Day Period	40	Complies
		Evening	40	Complies
		Night	35	+5 dB
R5	40	Day	45	Complies
		Sunday / Public Holiday Day Period	40	Complies
		Evening	40	Complies
		Night	35	+5 dB

TABLE 10 – ASSESSMENT – GOLF BALL STRIKES

Location	Assessable Noise Level, L_{Amax} , dB(A)	Applicable Times of Day	Applicable L_{A1} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	49	Day	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening	50	Complies
		Night	45	+ 4 dB
R2	43	Day	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening	50	Complies
		Night	45	Complies
R3	39	Day	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening	50	Complies
		Night	45	Complies
R4	35	Day	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening	50	Complies
		Night	45	Complies
R5	35	Day	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening	50	Complies
		Night	45	Complies

As can be seen from the above table, noise levels associated with the driving range is calculated to comply with the applicable assigned noise levels for all times other than the night period.

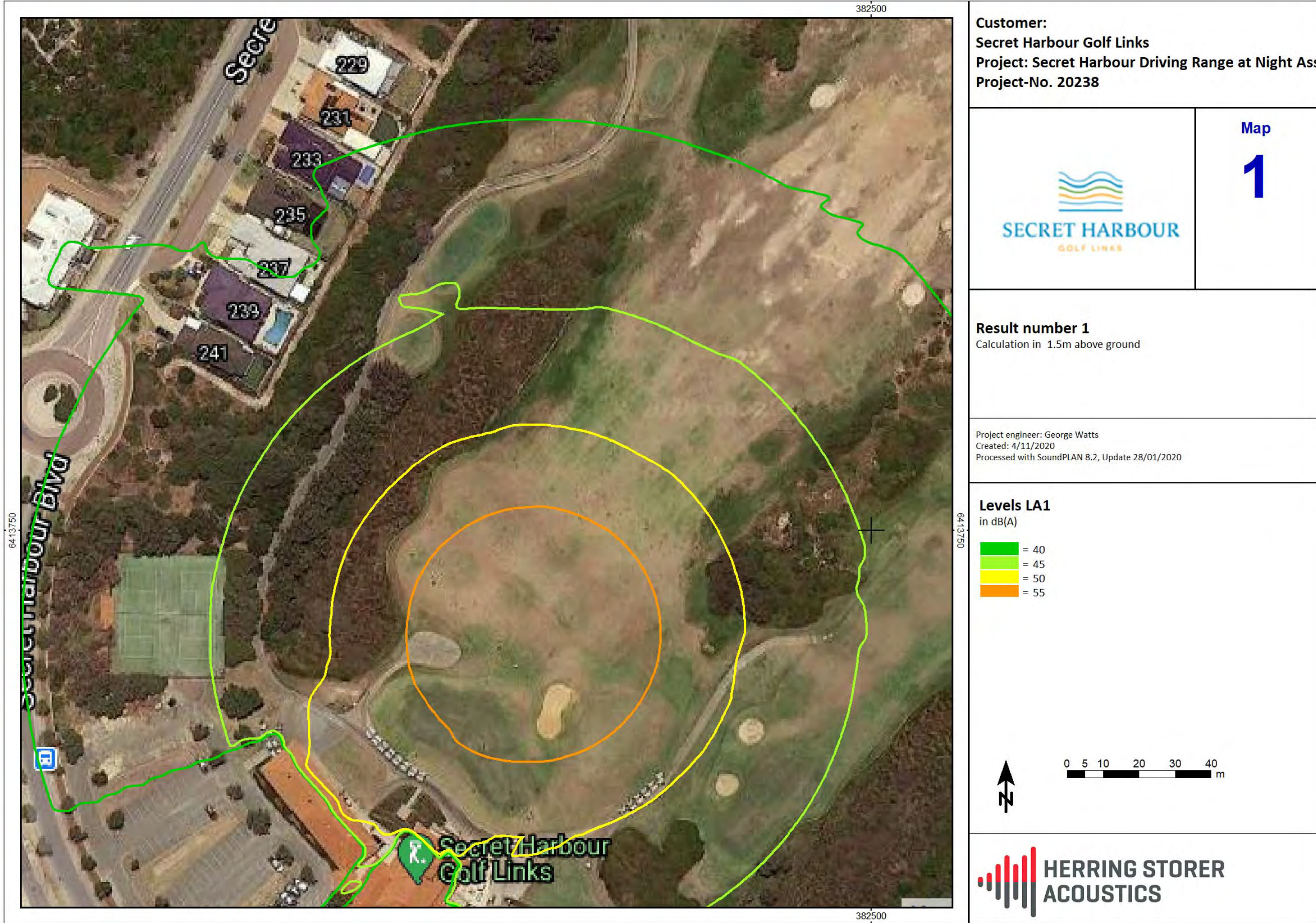
Hence, the driving range is considered able to operate after 7pm until 10pm at night.

I trust the above meets your requirements on this matter. Should you have any further queries, do not hesitate to contact the undersigned.

Yours faithfully,
For **HERRING STORER ACOUSTICS**

George Watts

Att.





Customer:
Secret Harbour Golf Links
Project: Secret Harbour Driving Range at Night Ass
Project-No. 20238



Map
2

Result number 2
Calculation in 1.5m above ground

Project engineer: George Watts
Created: 16/11/2020
Processed with SoundPLAN 8.2, Update 28/01/2020

Levels LA10
in dB(A)

- = 25
- = 30
- = 35
- = 40
- = 45
- = 50



Schedule of Submissions
Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Mr Mike Thompson	No address details provided	This is a great opportunity to help people that work longer ours to relax and utilise the facilities. Also gives kids and parents time to be able to enjoy time together socially.
2.Mr Nicholas Mann	40 Camargue Green SECRET HARBOUR WA 6173	I think this is a great idea, and very practical for those that work till later.
3. Mr David Cherry	25 Cobblestones Circuit SECRET HARBOUR WA 6173	It would be great for the community. The golf course is one of the best facilities we have and we should be making the most of it.
4. Mr Brad Heggs	8 Weld Street ROCKINGHAM WA 6168	I am definitely in support of this proposal. Too many advancements at this establishment have already been halted (due to ex councillors in my opinion) and I find it a travesty that you would even consider not allowing this. The Secret Harbour golf course is one of the best south of the river, so why not let them progress. People travel far and near for the night time driving range at Wembley, so having something similar local would be a great tourist attraction for the city.
5. Mr Leigh Crawford	235 Secret Harbour Boulevard SECRET HARBOUR WA 6173	When the SH golf course was operating their golf range lighting previously (Illegally) the beam width of the lighting was inappropriate. It was far too wide and effected the residential housing adjacent to the northern side of the course. Also given that residents such as myself from time to time are shift workers the noise from the patrons and ball collection machinery would contribute to fatigue.
6. Ms Susanne Lystrup	233 Secret Harbour Boulevard SECRET HARBOUR WA 6173	<p>Thank you for the letter regarding the above application. My mother and I live in a property on 233, Secret Harbour Boulevard, adjacent to the Golf course, to hole number 1 and the driving range.</p> <p>Earlier this year Secret Harbour Golf Links had a row of floodlights attached to the driving range weather shelter. Unfortunately, those lights – which were very strong floodlights – were left switched on all through the night several weeks in a row, and this made for a very bad experience. The light reached well past our living room windows and upstairs bedroom windows.</p> <p>Apart from the annoyance this caused to ourselves, I cannot help but wonder, why a golf course in a country that so likes to boast about its wildlife, shows very little interest in doing its own fair share to protect/shelter that very same wildlife. We still do have some wildlife in Secret Harbour, and personally I am one of those people who does NOT favour to see wildlife disappearing. In other words, I expect Secret Harbour Golf Links to guarantee that the suggested lights are switched off as per their application. NO lights are to be left switched on after 7pm Sunday – Wednesday and after 8pm Thursday to Saturday.</p>

Schedule of Submissions

Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
7. Mr Franjo & Mrs Gudrun Skrapac	225 Secret Harbour Boulevard SECRET HARBOUR WA 6173	<p>We have received your letter regarding proposed lighting on the Secret Harbour Golf Club.</p> <p>The Golf Club has our total support in this.</p> <p>Every business should be able to make additions and improvements to attract customers.</p> <p>This lights will not affect the houses in our line in the operating hours.</p>
8. Mr Anthony J Murray	11 Majorca Green SECRET HARBOUR WA 6173	<p><u>Submission 1</u></p> <p>It is not possible for me to identify the effects of the 4 major floodlights...there are no diagrams of where they are located at what height they are and their orientation with respect to my property. I understand the impacts of the nine lights, but not the major ones as such the proposal does not adequately describe the situation. I hope you can get the proponent to provide more information. Thank you</p> <p><u>Submission 2</u></p> <p>I am surprised that this very ugly shed can be constructed without the public being able to comment on it. Had it been erected on a normal property, written permission would be needed from the neighbours. it is clear that the Golf course has erected the lights at some stage without Council permission and have been made to remove them. Perhaps after trials and complaints from neighbours? My wife recalls that the floodlights were very prominent and pointing directly at our residence not orientated at less than 10 degrees to the horizontal (as I have been informed by council they are required to be.) Provided the illumination is as the Council advice and directed only to the immediate area of the shed and the times stipulated are adhered to, there should be no great issues. However the Golf club has not identified the method of golf ball recovery...currently the ground is very rough and balls are retrieved by hand .when we moved in the range was the same quality as the rest of the course. it is now quite a dust bowl at times and has been used as a dumping ground in front of my back lawn. On closing the lights down at 8PM one wonders how or if the balls will be recovered in the dark. if not recovered .this will encourage trespass to steal the balls and bring unwanted miscreants to the area...this is already an issue .there has also been theft from the shed in the form of AT Mating ..it is impossible to secure the shed and I see it as a target for further theft, graffiti and vandalism...I am very conscious that Golf Course and Club are a major asset to the community but also that they have an obligation to respect the neighbouring community and involve them (through the Council) before going ahead prematurely with projects.</p>
9. Mr Mick & Mrs Gail Sutton	10 Bendalong Boulevard SECRET HARBOUR WA 6173	<p>In regards to the Secret Harbour Golf Course proposed lighting for the driving range.</p> <p>We are categorically opposed to the application.</p> <p>We have a property overlooking the driving range. We feel the proposed lighting would be obtrusive and would be detrimental to whole feel of the area.</p> <p>We are also concerned that should this application be approved, it sets a precedent for additional lighting and the operating times will be extended without community consultation.</p>

Schedule of Submissions
Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
10. Mr Bradley Huk	7 Kumarina Drive SECRET HARBOUR WA 6173	The proposed lighting will be directly in the path of our rear property windows. We are worried about the brightness of the lights shining through our windows in the evenings. This proposal also suggests these lights will be used every single night of the week.
11. Mr Richard & Mrs Rachel Dadds	8 Bendalong Boulevard SECRET HARBOUR WA 6173	<p>We are writing to object to the proposed lighting at the Secret Harbour Golf Course driving range. When the lighting was initially installed and used several months ago (without council approval), we submitted a letter of complaint online to the council, as the lighting shone directly into our open plan kitchen, dining and living room, games room , balcony, our two children's bedrooms plus our study .</p> <p>The light s were extremely bright and projected for a great distance straight into our home. The lights were so dazzling it meant that we could no longer sit down to our family meals in the dining room or on the balcony in comfort. The lights also obstructed our view to the ocean and of the sunsets from our home, which was why we paid a premium to purchase this property. The lights made it impossible to watch television in our living room and lit up our children's bedrooms (even with their blinds closed) making it difficult for them to fall asleep.</p> <p>The proposed operating hours of the lights would be the time of the evening when we sit down to our family meals and relax in front of the television after a busy day at work. We also like to enjoy the sunset and view from our balcony at these times. If these glaring lights were to be reinstalled and used again, we would no longer be able to enjoy our quality family time in the evenings in our home that we love here in Secret Harbour.</p> <p>Should you wish to contact us to discuss this matter more please contact Richard on xxxx xxx xxx or Rachel on xxxx xxx xxx.</p>
12. Mr Guy Bennett	229 Secret Harbour Boulevard SECRET HARBOUR WA 6173	<p>We are opposed to the installation of floodlights on the driving range for the following reasons:</p> <ul style="list-style-type: none"> • The floodlights installed earlier in the year in explicit defiance of the facility's planning permission were highly intrusive - lighting up the exterior of a number of houses, • The previous (and proposed) floodlights are not fit for purpose being more suited to an industrial yard because they have no shrouding and no focussed beam, • On asking the facility to do something about their excessive light spillage they changed the automatic timer to later in the evening (May 2020) and left them on unattended for nearly two weeks - so they were not very neighbourly, • A report to the city resulted in the lights being removed and the facility fined for breach of planning permission, • The information provided to the public by the city for this application is both: <ul style="list-style-type: none"> ○ uncorroborated, and ○ inaccurate. • This is prejudicial to the public's ability to make an informed decision.

Schedule of Submissions

Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)


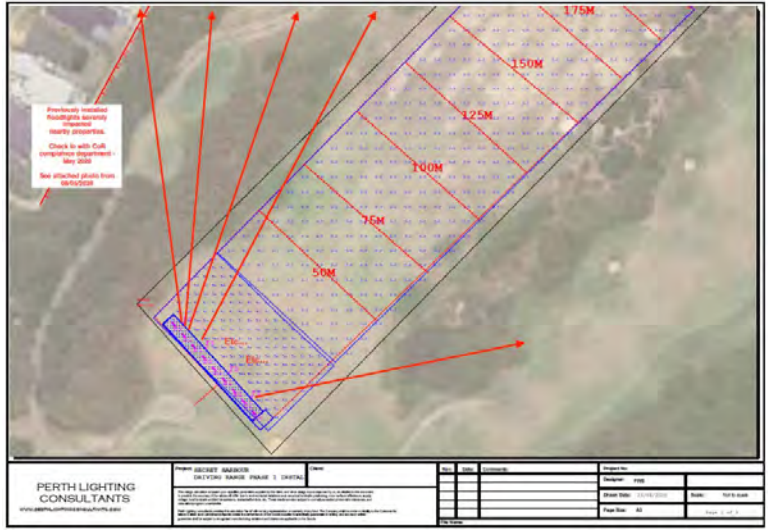
PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.12 – cont..		<ul style="list-style-type: none"> Both the acoustic report and the lighting report should have their conclusions examined and verified or refuted and the results of the city's investigation made available to the public. <u>Acoustic report deficiencies:</u> <ul style="list-style-type: none"> This is a softball report the kind of which you get when you are paying the consultant, It does not show the location of the driving range shed in the satellite photo so no-one can verify where the modelling location point sources were geographically for their simulation, It does not stipulate if a range of golf clubs were used and whether the noisiest one (perhaps a metal driver) was used, It refers to up to 15 users at a time (page 5) but states that single point calculations were used - how does 15 golfers hitting balls change this scenario?, We contend that up to 15 golfers hitting balls intermittently absolutely meets the definition of impulsiveness stated in Table 2 on page 2 of the acoustic report, This was ignored for the calculations presented in Table 8 on page 5 - where the author contends that "the noise emissions associated with the striking of golf balls are not considered likely to contain annoying characteristics", Considering this is an ultra quiet neighbourhood which has had no golfing at night in the 14+ years of our residency - <i>that assumption is pure fantasy and deeply at fault</i> - especially after dark (which is what the floodlights are proposed for), Consequently, the assessable noise levels for golf ball strikes in Table 8 should be adjusted +10dB higher - in which case compliance is <u>not achieved</u> in locations R1 and R2 <u>most of the time</u> and R3 some of the time (there's an unexpected obstacle), If we apply the selective methodology of the report then their results could easily be used to infer that some tee boxes around the course would not meet the noise regulations in the daytime...!! (that's another unexpected snag provided to you by the "law of unintended consequences" - who wants to keep digging for noise issues?), Certainly if the Table 8 results are used with the correct +10db adjustment for impulsiveness a strong case could be made - but where would that leave us all? - without a golf course perhaps?. That is not the intention or desire, but these guys need to pull their head in - they do not have a license to destroy amenity as they see fit, A further example of the "law of unintended consequences" is that the submitted acoustic report stipulates that the driving range does not comply with EP(N)R1997 prior to 7am Mon-Sat and 9am on Sundays, (how's that for another problem area to address??),

Schedule of Submissions
Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.12 – cont...		<ul style="list-style-type: none"> • <u>Floodlight report deficiencies</u> <ul style="list-style-type: none"> ○ The report/s have a number of errors from the embarrassing (figure references mixed up) to factual omission, ○ It is not clear what actual design has been assessed due to reference to phase 1 and phase 2 lighting etc, ○ The proposed F3 floodlights are not fit for purpose being more suited to an industrial yard because they have no shrouding and no focussed beam resulting in excessive light spillage way beyond the boundaries of the range, ○ The attached photo clearly shows the impact on our houses on 8th May 2020 from the illegally installed floodlights (full moon was the 7th May), ○ The submitted consultant report uses a value of zero (0) lumen output for the purposes of calculating the floodlight impact on neighbouring properties, ○ This is clearly utter nonsense as the specification sheet provided states 38000lm per unit - of which there are 4, ○ These conclusions are clearly prejudicial to the public interest as they imply no impact which is fanciful and without merit (refer the photo again), ○ Further, refer to the following links which show impact photos from April/May 2020 in a lights ON/OFF format ○ https://www.dropbox.com/sh/lliotmspiyrzmo9/AAAs9duFHXbPf0RpOQYzO9FNa?dl=0 (subset) ○ https://www.dropbox.com/sh/quz6rpickurpm4d/AABl8XvpS-6X94elbRBWpoTea?dl=0 (full) ○ The reports clearly bear no relation to reality in terms of light spillage onto neighbours • <u>Patron Noise</u> <ul style="list-style-type: none"> ○ This planning application cannot be viewed only through the narrow prism of a floodlight application. Driving range operation at night would enable the facility to run its licensed activities in the clubhouse which are a further noise issue. The liquor license specifically restricts alcohol sales only to patrons who are playing or watching golf or attending a prebooked function. These restrictions were imposed following a number of previous liquor infractions. Our collective experience as neighbours is that when groups of people gather on the verandahs that the facility's control of patron noise is poor. (This has been corroborated in the past through measurements from our bedroom and patron noise was found to exceed the regulations on that evening.) <p>It is not by accident that we own homes near this golf course and it took hard work and sacrifice to achieve. None of us wants an abusive neighbour but this facility has pushed the boundaries at every opportunity over the years. We all have to abide by the EP(N)R 1997 noise regulations under which this residential suburb is classified as noise sensitive. Everybody has an obligation to act accordingly to meet them irrespective of their activities. There are no special cases for you or me or dispensations in law for golf courses.</p>

Schedule of Submissions

Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.12 – cont..		<p>We have the right to and deserve to have the amenity of our <u>evenings and nights</u> respected and protected from golfing noise and licensed activities.</p> <p>Attached:</p> <ul style="list-style-type: none"> marked up lighting report Photo of floodlight spillage 08/05/2020 <p>The deficiencies I have highlighted above present the COR with a quandary because all the submitted reports and outcomes should have been verified and corroborated or refuted <u>before</u> being offered to the public for consultation so we could make a properly informed decision. The fact that this is not the case is a cause for public concern. A cursory reading of them would have clearly shown they were deficient. This oversight on the city's part could be for any number of reasons from the inadvertent/inexperienced through to the deliberate. Certainly, the city needs to fully verify all submitted data and republish it to the public for comment. Should the city chose not to correct the record to the public and subsequently present the submitted reports (lighting and acoustic) to council without expert rebuttal of both then you will be guilty of deliberately misleading conduct. Check with your in-house counsel.</p>  

Schedule of Submissions

Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.12 – cont..		
13. Ms Elizabeth Mickle and Mr Craig Boyd	8 Sao Jorge Green SECRET HARBOUR WA 6173	<p>We write to you regarding - Proposed Lighting for the Gold Course Driving Range.</p> <p>I assume the lights were been trialled several weeks ago when I first noticed the light making a very distinct presence into our lounge room.</p> <p>It was very obvious and is not something that will go unnoticed. The lights are extremely bright and shine directly down the fairway to my house. It did compromise the conditions in my house.</p> <p>I would like to see at least 2 nights a week with no lights (Monday, Tuesday or Wednesday and for Thursday to come under the 7pm cut off.</p> <p>I believe the remaining times would be more than ample hours to operate the driving range and for the residents to have a balance of having some evenings without glaringly bright lights shining into their properties.</p> <p>I have a question that if there are no customers will the lights be turned on for 'Just in case someone turns up' or will they be turned off?</p> <p>We await your response and the outcome.</p>

Schedule of Submissions

Proposed Lighting for Golf Course Driving Range Weather Shelter and Operating Hours - Lot 9045 Secret Harbour Boulevard, Secret Harbour (20.2020.267.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
14. Mr Ian Leigh	231 Secret Harbour Boulevard SECRET HARBOUR WA 6713	<p><u>Submission 1</u></p> <p>This is a major <u>NO</u> from me as they propose to use the same floodlights which illuminated our house previously.</p> <p>When contacted they left the lights on overnight with no regard for the ratepayers on the golf course - as per usual they have proved themselves to be poor custodians of the facility.</p> <p>This is a smoking Mirror to allow them to circumnavigate the liquor licence - allowing persons to drink while golfing.</p> <p>The driving range is never busy - the need for night practise is a con!</p> <p><u>Submission 2</u></p> <p>Live on the course along side the first tee adjacent to the driving range, our house was lit up as no shrouds were fitted to control the light down the driving range, when we contacted the course, they left the lights on all night - as per usual zero regard for the rate payers living on the course. The driving range is never busy at any time of the day just another way to flout the Liquor license rule regarding playing golf and drinking. Hopefully the CoR will wake up to their devious actions before allowing this to go ahead again! This gets a NO from us</p>



City of Rockingham

BULLETIN

Planning and Development Services

January 2021

PLEASE RETAIN FOR COUNCIL MEETING



City of Rockingham

Planning and Development Services Bulletin

January 2021



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Health Services Monthly Team Summary



1. Health Services Team Overview

The Health Services Team delivers a range of services which includes food premises, public buildings, public pools, waste water, event approvals, permit approvals, water quality, mosquito control, noise, asbestos, hair dressers, skin penetration premises, beauticians, industrial audits, lodging houses, notifiable diseases and stables/animals.

2. Human Resource Update

Nil

3. Project Status Reports

Project	3.1 FoodSafe		
Budget:	\$5,000	Expenditure to date:	\$1,664
Commencement date:	1 July 2020	Estimated finish date:	30 June 2021
Project Officer:	Mrs Emma Lambert, Coordinator Health Services		
Author:	Mrs Erica King, Manager Health and Building Services		
Progress Report:			

- Three (3) Food Safety Programs were verified or audited during December 2020.
- 261 people completed Online "I'm Alert" Food Safety Training during December 2020.
- A total of 15,213 users have undertaken the I'm Alert Food Safety Training Program since its introduction.

Project	3.2 Industrial and Commercial Waste Monitoring		
Budget:	\$15,000	Expenditure to date:	\$1,814
Commencement date:	1 July 2020	Estimated finish date:	30 June 2021
Project Officer:	Mrs Emma Lambert, Coordinator Health Services		
Author:	Mrs Erica King, Manager Health and Building Services		
Progress Report:			

- Five (5) Industrial Audits were conducted during December 2020.
- Three (3) oil water separator samples were collected during December 2020.

Project	3.3 Mosquito Control Program		
Budget:	\$50,000	Expenditure to date:	\$19,503
Commencement date:	1 July	Estimated finish date:	
Project Officer:	Mr Eduardo Perotti, Senior Environmental Health Officer		
Author:	Mrs Erica King, Manager Health and Building Services		
Progress Report:			

- Seven (7) mosquito complaints were received in December 2020.
- Five (5) larval monitoring surveys were conducted in December 2020.
- Two (2) local treatments were conducted during December 2020.
- One (1) aerial larviciding operation occurred in the Peel Region during December involving City of Rockingham sites.
- One (1) adult trapping run was conducted in December 2020.

The following Mosquito-borne Disease Notifications were received during December 2020:

Comparative Data

	December 2020	December 2019	2020 Progressive Total
Barmah Forest Virus	0	0	0
Ross River Virus	3	0	21

Project	3.4 Environmental Waters Sampling		
Budget:	N/A	Expenditure to date:	N/A
Commencement date:	1 July 2020	Estimated finish date:	30 June 2021
Project Officer:	Ms Hannah McDonald, Environmental Health Technician		
Author:	Mrs Erica King, Manager Health and Building Services		
Progress Report:			

	December 2020	December 2019	2020 Progressive Total
Ocean Sampling	16	23	153
Lake Sampling	8	8	88

- Eight (8) quarterly ocean samples were collected in December 2020. The results are attached (Appendix 1)
- The Enterococci standards is:
 - Up to 200 MPN/100ml is a low level risk of contracting illness
 - 200 MPN/100ml to 500 MPN/100ml is a medium level of risk of contracting illness
 - Over 500 MPN/100ml is a high level risk of contracting illness
- In addition to the City's routine ocean water sampling, Health Services undertook additional water sampling at the Forrester Road and Bent Street Jetty locations during December. These samples were taken after liaison with the Department of Health, to compliment the additional water sampling undertaken over previous years.

The City, in liaison with the Department of Health, has also added two additional sample sites along with Forrester Road and Bent Street Jetty. These two additional sites are either side of the existing sites - being Tern Island and Safety Bay Beach.

The results of the additional water sampling are as follows:

Date / Location	Enterococci	E Coli	Salmonella	Staphylococci
3/12/20 - Bent Street Jetty	10	est. 10	Not detected	est. <1
3/12/20 - Forrester Road	10	est. 20	Not detected	est. <1
3/12/20 - Tern Island	10	est. <10	Not detected	est. <1
3/12/20 - Safety Bay Beach	20	20	Not detected	est. <1
16/12/20 - Bent Street Jetty	10	est. 10	Not detected	est. <1
16/12/20 - Forrester Road	10	est. 20	Not detected	est. <1
16/12/20 - Tern Island	10	est. <10	Not detected	est. <1
16/12/20 - Safety Bay Beach	20	20	Not detected	est. <1

All of the above results are within the acceptable guidelines.

Health Services will continue to undertake additional water sampling until March 2021 at these four sites, testing for Enterococci, E Coli, Salmonella and Staphylococcus. The testing will be in liaison with the Department of Health, and results will continue to be reported in future Bulletins.

Project	3.5 Food Sampling		
Budget:	\$1,000	Expenditure to date:	\$347
Commencement date:	1 July 2020	Estimated finish date:	30 June 2021
Project Officer:	Ms Hannah McDonald, Environmental Health Technician		
Author:	Mrs Erica King, Manager Health and Building Services		
Progress Report:			

No food samples were collected in December 2020.

4. Information Items

4.1 Food Recalls

Author: Mrs Erica King, Manager Health and Building Services

Four (4) food recalls were conducted during December 2020.

Date	Company	Product	Contaminant	Action
5/11/2020	Macro Wholefoods	Almond, brazil and Cashew Spread	Undeclared allergen (peanut)	Recalled
8/12/2020	Mixed Nut Spread	Coles Wellness Road ABS Spread, Almond butter, brazil and cashew	Undeclared allergen (peanut)	Recalled

Date	Company	Product	Contaminant	Action
21/12/20	Simply Tasty Chicken Parmi	Ready Made Meal	Incorrect packaging	Recalled
22/12/20	Seafood Prawns	Woolworths Peeled and Cooked cocktail prawns 1 kg	Microbial contamination	Recalled

4.2 Food Premises Inspections

Author: Mrs Erica King, Manager Health and Building Services

Risk Category	No. of Inspections undertaken December 2020	No. of Inspections undertaken December 2019	2020 Progressive Total
High	10	5	80
Medium	100	59	937
Low	7	6	523
Very Low Risk	0	2	12
Food Vehicles	4	22	52
Family Day Care	5	8	53

4.3 Public Building Inspections

Author: Mrs Erica King, Manager Health and Building Services

	No. of Inspections undertaken December 2020	No. of Inspections undertaken December 2019	2020 Progressive Total
Low Risk	2	0	30
Medium Risk	5	2	82
High Risk	1	0	23

4.4 Outdoor Event Approvals

Author: Mrs Erica King, Manager Health and Building Services

No.	Outdoor Public Event	Date of Event
1	Skate Park Competition and Mural Launch - Port Kennedy	4 December 2020
2	City of Rockingham Christmas Festival	5 December 2020
3	GBPA Christmas Family Picnic	5 December 2020
4	Port Kennedy Christmas Fair	6 December 2020
5	West Coast Masters Cycling Council	6 December 2020
6	Family Friendly Events at Peel Estate Wines	6 December 2020
7	Secret Harbour Christmas Market	6 December 2020
8	Dinner at Dusk - Secret Harbour	6 December 2020
9	Dinner at Dusk - Shoalwater	10 December 2020

No.	Outdoor Public Event	Date of Event
10	Baldivis Parks Lantern	11 December 2020
11	Port Kennedy Twilight Festival	12 December 2020
12	Sandgroper Series - Race 2	12 December 2020
13	Parkland Heights Christmas Food Truck Night	12 December 2020
14	Food Truckin for a Cause - Steel Tree Baldivis	12 December 2020
15	Rockingham Tri Series - Alexandria St	13 December 2020
16	Soulful Sundays	13 December 2020
17	Food Truckin for a Cause - Golden Bay	13 December 2020
18	Family Friday Nights - Rockingham Aquatic Centre	18 December 2020
19	Dinner at Dusk - Singleton	19 December 2020
20	Woodside Nippers End of Season Wind-Up	20 December 2020
21	Peel District Criterium Events 2020-21	20 December 2020
22	Organic and Holistic Fair and Picnic Day	20 December 2020
23	Dinner at Dusk - Safety Bay	24 December 2020
24	Mangles Bay Fishing Club New Year's Eve	31 December 2020

Two (2) outdoor event inspections were conducted during December 2020.

4.5 Permit Approvals

Author: Mrs Erica King, Manager Health and Building Services

Name of Permit	Number of Permits	2020 Progressive Total
New - Regular Permits - Amusements, Water Based, Personal Trainers	2	42
Renewal Regular Permits - Amusements, Water Based, Personal Trainers	3	56
Charity Fundraising Permits	0	7
Street Entertainer Permits	9	23
Filming Permits	1	19
Advertising Permits	1	6
Casual Event Permits - Amusements and Non-food	11	62
Casual Food Stall Permits	4	22
Market Permits	10	68
Food Stall Permits - Annual	23	161
Total	64	466

4.6 Complaint - Information

Author: Mrs Erica King, Manager Health and Building Services

Complaint Category	Description	December 2020	2020 Progressive Total
Air Pollution	Clean Air	12	185
Animals	General	13	94

Complaint Category	Description	December 2020	2020 Progressive Total
Mosquito Control	General	7	56
Food Safety	Food	13	111
Others	General	6	135
Refuse	General Litter	3	33
Noise Pollution	General Noise	38	467
Pest Control	Various	4	67
Substandard dwelling / building	Residential	0	18
	Total	89	1,166

4.7 Noise Complaints - Detailed Information

Author: Mrs Erica King, Manager Health and Building Services

Complaint Category	December 2020	December 2019	2020 Progressive Total
Air Conditioner	4	0	12
Construction	6	1	47
General	10	12	158
Musical Instrument	1	1	11
Specified Equipment (e.g. manually operated)	6	3	53
Stereo	11	11	187
Total	38	28	468

Noise Management Plans:

Four (4) Noise Management Plans approved for out of hours essential works.

4.8 Health Approvals

Author: Mrs Erica King, Manager Health and Building Services

No. of Plans Processed	December 2020	December 2019	2020 Progressive Total
Food	10	9	114
Public Building	3	1	24
Hairdressing	6	1	28
Skin Penetration	5	1	36
Outdoor Eating Area	2	0	9

4.9 Septic Tank Applications

Author: Mrs Erica King, Manager Health and Building Services

	No. of Applications processed December 2020	No. of Applications processed December 2019	2020 Progressive Total
Domestic	7	3	50

	No. of Applications processed December 2020	No. of Applications processed December 2019	2020 Progressive Total
Commercial	1	0	6
Inspections	4	3	46

4.10 Demolitions

Author: Mrs Erica King, Manager Health and Building Services

	No. of Applications processed December 2020	No. of Applications processed December 2019	2020 Progressive Total
Domestic	4	0	62
Commercial	0	0	1

4.11 Swimming Pool and Drinking Water Samples

Author: Mrs Erica King, Manager Health and Building Services

Name	No. of Samples taken December 2020	No. of Samples taken December 2019	2020 Progressive Total
Swimming Pools	18	14	162
Drinking Water	3	2	32
Pool Inspections	0	1	18

4.12 Rabbit Processing

Author: Mrs Erica King, Manager Health and Building Services

Month	No. of Rabbits processed for human consumption	Carcasses condemned	
		Whole	Part
November 2020	1716	3	8
December 2020	1097	2	5

NB: As the November 2020 processing numbers were not available in time for inclusion in the December Bulletin, they are provided in this Bulletin.

4.13 Hairdressing and Skin Penetration Premises

Author: Mrs Erica King, Manager Health and Building Services

	No. of Inspections undertaken December 2020	No. of Inspections undertaken December 2019	2020 Progressive Total
Hairdressing	10	2	30
Skin Penetration	8	1	36

Building Services Monthly Team Summary



1. Building Services Team Overview

The Building Services Team delivers a range of services which includes:

- Assessment and issue of Certificates of Design Compliance (CDC's).
- Assessment and issue of Building Permits, Demolition Permits, Occupancy Permits, Occupancy Permits (Strata), Building Approval Certificates (Strata) and Building Approval Certificates (unauthorised work).
- Assessment and issue of approvals for variations to the Residential Design Codes for single and 2 group dwellings and associated buildings.
- Assessment and issue of approvals for the granting and renewing of Licences for Caravan Parks ("facilities").
- Assessment and issue of Approvals for the placement of Park Homes and location of ancillary buildings associated with Park Homes and Caravans.
- Assessment and issue of Permits and Approvals for selected types of signs.
- The enforcement of the Building Act 2011 provisions.

2. Human Resource Update

Nil

3. Project Status Reports

Nil

4. Information Items

4.1 Monthly Building Permit Approvals - (All Building Types)

Author: Mrs Erica King, Manager Health and Building Services

Type	Certified	Uncertified	Total December 2020	Total December 2019
Dwellings	107	2	109	48
Adds and Alts	58	99	157	90
Class 2 - 9	6	0	6	6
Group Dwellings	1	0	1	0
Percentage	63	37		
Total	172	101	273	144

Building Permits Issued for Pools and Spas

Total December 2020	Total 2020	Total December 2019
70	563	47

4.2 Other Permits

Author: Mrs Erica King, Manager Health and Building Services

Permit Type	Total December 2020	Total 2020	Total December 2019
Demolition Permit	4	52	0
Permanent Sign Licence	0	3	1
Community Sign	6	29	0
Street Verandah	0	0	0
Occupancy	3	40	4
Strata Titles	0	0	0
Unauthorised Building Works:			
Building Approval Certifications (Class 1 and 10)	3	62	8
Occupancy Permits (Class 2-9)	10	56	4
R-Code Variations:			
Approvals	39	497	19
Refusals	0	1	0

4.3 Monthly Caravan Park Site Approvals

Author: Mrs Erica King, Manager Health and Building Services

Caravan Park	Park Homes	Additions etc	Total December 2020	Total 2020	Total December 2019
Baldivis Lifestyle Village	0	0	0	0	0
Cee & See	0	0	0	1	0
Lakeside	0	0	0	1	0
Palm Beach	0	0	0	0	0
Rockingham Holiday Village	0	0	0	1	0
Tuart Lakes Lifestyle Village	0	0	0	6	0

Compliance and Emergency Liaison Monthly Team Summary



1. Compliance and Emergency Liaison Team Overview

The Compliance and Emergency Liaison Team delivers a range of services which includes:

- Rangers - enforce laws including those related to parking, dogs, cats, litter, off road vehicles, abandoned vehicles and camping.
- Bush Fire Prevention - manages and coordinates the Fire Break Compliance Program and the Permits to Burn Program along with enforcement of the Bush Fires Act 1954.
- Emergency Management - manages and coordinate activities to support local emergency management arrangements and to ensure the City's compliance with statutory obligations arising from the Emergency Management Act 2005.
- SmartWatch - vehicle based patrol service focussed on high visibility deterrence of illegal or anti-social behaviour.
- Prosecutions, Appeals and Restriction Management - manages prosecutions, infringement appeals and requests to remove or amend restrictions.
- Building and Development Compliance - investigates and enforces laws including those related to planning approval, land use, untidy properties, swimming pool and spa barriers, sign and building compliance.

2. Human Resource Update

Nil

3. Project Status Reports

Nil

4. Information Items

4.1 Ranger Services Action Reports

Author: Ms Sarah Nicolaides, Coordinator Ranger Services

CRMs	December 2020	December 2019
Dogs/Cats	458	398
Vehicles (Abandoned /Off Road / Impounded.)	54	75
Litter	11	8
Parking	101	136
Illegal Camping	9	11
No. of property confiscated (one letter)	Nil Confiscated	
Livestock (e.g. roaming/wandering)	3	4
Dogs	December 2020	December 2019
Impounded	26	59
Claimed	19	51
Transferred to Rehoming Agency	7	7

Dogs	December 2020	December 2019
Euthanised/Deceased	0	1
Infringements	47	98
Cautions	98	177
Applications for More than 2 Dogs	5	4
Cats	December 2020	December 2019
Impounded	14	46
Claimed	4	3
Transferred to Rehoming Agency	10	40
Euthanised/Deceased	0	3
Infringements	6	3
Cautions	15	28
Applications for More than 2 Cats	0	0
Other	December 2020	December 2019
Parking Infringements	419	348
Parking Cautions	159	275
Impounded Vehicles	7	14
Litter Infringements	0	1
Litter Cautions	0	0
Other	December 2020	December 2019
School Patrols	3	19
Beaches/Reserves/Foreshore Patrols	157	38

4.2 Building and Development Compliance

Author: Ms Jane Anderson, Coordinator Building and Development Compliance

INSPECTION TYPE	TOTAL	COMPLIANT	NON-COMPLIANT	CANCELLED /REMOVED	% COMPLIANT	% NON-COMPLIANT
Pools in the City as at date 06/01/2021	10159					
4-yearly barrier inspections due in December 2020	301					
4-yearly first inspections conducted in December 2020	276	205	71	9	76.78%	23.22%

INSPECTION TYPE	TOTAL	COMPLIANT	NON-COMPLIANT	CANCELLED /REMOVED	% COMPLIANT	% NON-COMPLIANT
4-yearly second inspections conducted in December 2020	95	86	9	1	91.49%	8.51%
4-yearly third inspections conducted in December 2020	11	11	0	0	100.00%	0.00%
Total number of 4-yearly program inspections conducted in December 2020	382	302	80	10	81.18%	18.82%
Preliminary (pre-construction) inspections conducted in December 2020	32					
Final (upon pool completion) inspections conducted in December 2020	55					
Number of infringements issued in December 2020	0					

Development CRMs

Category	December 20	December 19
Home Occupation	9	5
Commercial Vehicle Parking	0	1
Unauthorised Development	4	3
Untidy Property	9	3

4.3 Emergency Management - CRMs - December 2020

Author: Mr Greg Whip, Coordinator Emergency Management

Total	CRM
16	Permit to Burn applications
35	Fire Hazards

4.4 Fire Prevention - December 2020

Author: Mr Greg Whip, Coordinator Emergency Management

A Team of Firebreak Inspection Officers commenced with the City to inspect all properties for compliance with the City's Fire Control Notice.

4.5 SmartWatch Key Result Areas

Author:

Mrs Jane Anderson, Acting Coordinator SmartWatch
Mrs Maria Butterly, Administration Officer SmartWatch

Visibility			
KPI	Target	Actual	Compliance
Response within 15 minutes to CAR's	90%	100%	Exceeds
Percentage of COR streets patrolled - monthly	100%	N/A	*See Explanatory Note Below
Achieve 40,000 patrol km's per month	40,000 kms	42,570 kms	Exceeds
Engagement with Community			
KPI	Target	Actual	Compliance
Attend 1 Community Event per month	1	1	Meets
Increasing Perception of Safety			
KPI	Target	Actual	Compliance
All community patrol requests actioned	100%	100%	Meets
Community Patrols undertaken at least once per shift	100%	100%	Meets
Notable Statistics			
Requests For Attendance		94	
Community Patrol Requests		58	
Holiday Watch Requests		55	
On Patrol Reports		80	
Fire Watch		30	
Hotspots		25	Targeted Locations
Field Reports to WAPOL		152	
CCTV Requests		12	

* This KPI has been set aside during the peak fire season to enable increased patrols in high fire risk areas as a risk based measure to reduce the amount of deliberate fires (arson) in bushland within the district and increase the potential of the early detection of outbreaks.

Strategic Planning and Environment Monthly Team Summary



1. Strategic Planning and Environment Team Overview

The Strategic Planning and Environment Team delivers a range of services which includes:

- Facilitating projects and undertaking tasks that establishes and reviews the City's planning framework (Strategic Planning);
- Assessing and making recommendations on proposed land use plans such as Structure Plans and Activity Centre Plans (Strategic Planning);
- Implementing the Council's environmental initiatives that broadly focus on reducing the City's ecological footprint (Environment); and
- Assessing and making recommendations on planning proposals that have an environmental implication, including those assessed under the Environmental Protection Act (Environment).

2. Human Resource Update

Nil

3. Project Status Reports

Project	3.1 Local Planning Strategy		
Budget:	\$228,343	Expenditure to date:	\$58,239 (2020/21 – committed)
Commencement date:	July 2016	Estimated finish date:	July 2021
Project Officer:	Mr Greg Delahunty, Senior Projects Officer		
Author:	Mr Brett Ashby, Manager Strategic Planning and Environment		
Progress Report:			

Materials for community engagement to inform the Local Planning Strategy are currently being prepared with input from the City's Media Team and community engagement consultant, Creating Communities.

A briefing for Councillors is scheduled for the February 2021 Councillor Engagement Session.

Community engagement is then anticipated to commence in March 2021 (dates to be confirmed).

Project	3.1.1 Sustainable Transport Strategy		
Budget:	Funds allocated.	Expenditure to Date:	Nil
Commencement Date:	September 2020	Finish Date:	June 2021
Project Officer:	Mr Tristan Fernandes, Coordinator Strategic Planning		
Author:	Mr Tristan Fernandes, Coordinator Strategic Planning		
Progress Report:			

No change since November 2020 Bulletin.

Project	3.1.2 Environmental Planning Strategy		
Budget:	\$50,000	Expenditure to Date:	Nil
Commencement date:	May 2019	Estimated finish date:	April 2021
Project Officer:	Mr Jeff John, Environmental Planning Officer		
Author:	Mr Jeff John, Environmental Planning Officer		
Progress Report:			

No change since November 2020 Bulletin.

Project	3.2 Baldivis Tramway Environmental Assessment		
Budget:	\$40,000	Expenditure to Date:	\$25,273 (committed)
Commencement Date:	July 2020	Finish Date:	June 2021
Project Officer:	Mr Jeff John, Environmental Planning Officer		
Author:	Mr Jeff John, Environmental Planning Officer		
Progress Report:			

Awaiting finalisation of survey results report by consultant.

Project	3.3 Lake Richmond Management Plan Implementation		
Budget:	\$51,000	Expenditure to Date:	Nil
Commencement Date:	July 2018	Finish Date:	January 2025
Project Officer:	Mr Rory Garven, Coordinator Sustainability and Environment		
Author:	Mr Rory Garven, Coordinator Sustainability and Environment		
Progress Report:			

Results from soil and groundwater testing undertaken by the Water Corporation have been received and are being reviewed by the City's microbialite consultant who will provide advice on further actions.

Project	3.4 Coastal Hazard Risk Management and Adaptation Plan - Implementation		
Budget:	\$100,000	Expenditure to Date:	Nil
Commencement Date:	August 2019	Estimated Finish Date:	June 2021
Project Officer:	Miss Claire Raphael, Environmental Planning Officer		
Author:	Miss Claire Raphael, Environmental Planning Officer		
Progress Report:			

A bathymetry survey has been scheduled to be undertaken by the Department of Transport in April/May 2021, with the project scope currently being finalised.

Work continued on preparation of a draft Coastal Monitoring Plan.

Project	3.5 Karnup District Structure Plan		
Budget:	Funds allocated.	Expenditure to Date:	Nil
Commencement date:	To be determined	Estimated finish date:	To be determined
Project Officer:	Mr Tristan Fernandes, Coordinator Strategic Planning		
Author:	Mr Tristan Fernandes, Coordinator Strategic Planning		
Progress Report:			

Discussions have continued with the DPLH with respect to opportunities for employment land, however, the matter has yet to be resolved. Further discussions will occur before commencement of the District Structure Plan is considered.

4. Information Items

4.1 Structure Plan Assessment Status	
Author:	Mr Tristan Fernandes, Coordinator Strategic Planning

The following Structure Plan applications have been submitted to the Western Australian Planning Commission (WAPC) for determination in accordance with Schedule 2, Part 4, clause 20 of the *Planning and Development (Local Planning Schemes) Regulations* (2015). The City notes the following assessment status of Structure Plan applications that have yet to be determined from the Department of Planning, Lands and Heritage.

Amendments to Structure Plans

Application	Date considered by Council	Status
'Parkland Heights' (Minor Amendment)	8 February 2019 (under delegated authority)	The WAPC sought modifications to this Structure Plan Amendment on the 22 May 2020. The applicant has resubmitted the Structure Plan in response to the WAPC decision for Approval.
'Golden Bay' (Major Amendment)	28 May 2019	The WAPC sought modifications to this Structure Plan Amendment on the 4 June 2020. The applicant has resubmitted the Structure Plan in response to the WAPC decision for Approval.

Structure Plans

Application	Date considered by Council	Status
'Baldivis South East' - Lot 1 and 503 Serpentine Road and Lot 1006, 1007 and 1272 Baldivis Road, Baldivis	17 December 2019	The WAPC sought modifications to this Structure Plan Amendment on the 16 October 2020 and is waiting for the modified Structure Plan Amendment to be submitted.
'Kennedy Bay', Lot 3020 Port Kennedy Drive and Unallocated Crown Land No.3019, Port Kennedy	26 May 2020	The WAPC sought modifications to this Structure Plan Amendment on the 27 October 2020 and is waiting for the modified Structure Plan Amendment to be submitted.

Application	Date considered by Council	Status
Lot 1 Baldivis Road, Baldivis	28 July 2020	The Structure Plan has been forwarded to the WAPC for assessment.

4.2 Structure Plan Approved by WAPC

Author: Mr Robert Casella, Senior Strategic Planning Officer

Background

At its Ordinary meeting held on 25 February 2020, Council considered a revised Structure Plan for the Bayshore Gardens Structure Plan over Lot 507 Fitch Street, Singleton, seeking to change the designated land use from Residential R40 to Community Purpose: Nursing Home. The Council resolved to recommend the approval of an amendment subject to minor modifications

On 31st August 2020, the Western Australian Planning Commission (WAPC) resolved that the Structure Plan documentation be modified to address the matters raised by the Council and resubmitted for approval.

Details

Pursuant to Schedule 2, Clause 22(1)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the WAPC, on 8th December 2020, granted approval to Amendment No.7 to the Bayshore Gardens Structure Plan. A copy of the Approved Structure Plan is shown below.



Approved Bayshore Gardens Structure Plan

4.3 2020 Frog Population Monitoring Report

Author:	Mr Jeffrey John, Environmental Planning Officer
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Biota Environmental Sciences has submitted the finalised 2020 Frog Population Monitoring Report ('the Report') and overall, results indicate that of the 50 sites surveyed, 60% of them were occupied by the target species *Crinia insignifera* (Squelching Frog, shown in the image below). A key observation was that occupancy rates have declined slightly when compared to the 68% occupancy rating recorded by the 2018 survey, although the Report confirms that this change is not considered statistically significant.

Current climate models predict a drying trend, with decreased mean annual rainfall and an increase in the average number of warm days. Frogs are very sensitive to the impacts of climate change so tracking occupancy of *Crinia insignifera* makes it possible to infer any potential links between frog occupancy and climate trends.

This year served as a continuation of the City's established Frog Monitoring Program. The statistical analysis used to estimate ongoing trends requires a minimum of at least three consecutive years of monitoring to provide a baseline upon which successive years of population estimates can be modelled. Considering that Frog Population Monitoring was not undertaken in 2019, two more years of monitoring is required to provide the statistical basis to inform the development of mitigation and adaptation strategies. Three years of consecutive monitoring will also enable the City to define key trigger levels, to manage potential impacts of climate change.

In the absence of a robust statistical dataset, field observations are the most reliable means of estimating ecosystem health. During the survey, numerous juvenile frogs were captured, which is evidence of breeding success. This serves as a positive indication that the ecological health of the City's wetlands is not currently being adversely affected by climate change.



Crinia insignifera (Squelching Frog) individual found in Tamworth Reserve.

Land and Development Infrastructure Monthly Team Summary



1. Land and Development Infrastructure Team Overview

The Land and Development Infrastructure Team deliver a range of services which include:

- Providing strategic input into the statutory and strategic planning processes which delivers innovative land development outcomes.
- Ensuring all development applications are assessed in accordance with statutory regulation, accepted standards, best practice and Council Policy.
- Responsibility for assessment and approval for all engineering, urban water, public open space and streetscape proposals relating to land development.

2. Human Resource Update

Nil

3. Project Status Reports

3.1 Managed Aquifer Recharge (MAR) - Feasibility Study

Author:	Ms Sarah Main, Urban Water Assessment Officer
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The Tender process for both the hydrogeological investigation and the investigative drilling programme has now closed with received submissions currently being reviewed. It is expected contracts will be awarded shortly.

4. Information Items

4.1 Nairn Drive Duplication Project

Author:	Mr James Henson, Manager Land and Development Infrastructure
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Works on the planned project for Nairn Drive involving the cost sharing arrangement with Rockingham Park Pty Ltd for the construction of a four (4) lane Integrator 'A' cross section over a distance of 600 metres, in addition to completing the 190 metre section of City controlled roadway from Echidna Court to the Parkland Heights boundary has now been completed

The new roadway provides a link from Furnivall Parade and a secondary access from Arpenteur Drive to facilitate improved traffic connection with the new Parkland Heights Primary School; due to open in February 2021.



Nairn Drive, Parkland Heights Baldivis

4.2 Referrals

Author: Mr James Henson, Manager Land and Development Infrastructure

(Note: YTD is inclusive of this month's applications)

Type	January 2021	Year to Date
Structure Plan Approvals	2	2
Subdivision Applications	3	3
Urban Water Management Plans	2	2
Traffic Reports		
Development Applications	4	4
Total	11	11

4.3 Delegated Land and Development Infrastructure Assets Approvals

Author: Mr James Henson, Manager Land and Development Infrastructure

- 4.2.1 The Spires Estate, Stage 13 Public Open Space (Approx. 4,500m²) and Street Trees, Amazon Drive, Baldivis - Landscape Approval.
- 4.2.2 Lot 306 McDonald Road Estate, Central Public Open Space (Approx 4,800m²) and Street Trees; Danuube Road and Potala Approach, Baldivis - Landscape Approval.

4.4 Handover of Subdivisional Roads

Author: Mr James Henson, Manager Land and Development Infrastructure

The following subdivision roads were handed over during November 2020 period:

- 4.3.1 Clarendon Approach - Lot 9021 Baldivis Road, One71 Stage 6C-2
- 4.3.2 Boat Way and Harbour Terrace - Lot 9029 Marillana Drive, Golden Bay Stage 4J
- 4.3.3 Vitae Chase and Kelvin Terrace - Lot 9027 Sixty Eight Road, Brightwood Stage 6A
- 4.3.4 Pimelea Street, Moodjar Way and Abelia Road - Lot 9017 Nyilla Approach and Lot 9007 Abelia Road The Edge Stage 3A
- 4.3.5 Edensor Vista, Devonport Road and Burbank Road - Lot 9004 Baldivis Road, Baldivis Greenlea Estate Stage 4
- 4.3.6 Isrealite Avenue, Golden Bay Drive, Moncrieff Parade and Bantry Grove - Lot 9028 Dampier Drive, Golden Bay - Golden Bay Stage 5C
- 4.3.7 Apostles Road, Uluru Crescent and Santorini Parkway - Lot 9006 Fifty Road, Baldivis - The Spires Stage 13

4.5 Delegated Subdivision Engineering and Public Open Space Practical Completions

Author: Mr James Henson, Manager Land and Development Infrastructure

- 4.4.1 Baldivis Grove Estate - Central Public Open Space, Brooklyn Road and Hathway Street, Baldivis - Seprable Portion C - Grass Basin Area.



Baldivis Grove Estate, Central POS Separable Portion C

4.6 Delegated Authority to Approve the Release of Bonds for Private Subdivisional Works

Author:	Mr James Henson, Manager Land and Development Infrastructure
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- 4.5.1 Rivergums stage 11C - Soil Stabilisation Bond - \$12,600.00
- 4.5.2 Lot 774 Fifty Road - Maintenance Bond - \$7,877.80
- 4.5.3 ONE71 stage 6C1 Outstanding Works Bond - \$83,000.00
- 4.5.4 Lot 8 and 50 Pike Road - Maintenance Bond - \$7,135.00

Statutory Planning Monthly Team Summary



1. Statutory Planning Team Overview

The Statutory Planning Team delivers a range of services which includes:

- Issue Planning Approvals
- Scheme Amendments and Subdivision Applications
- Road Closures, PAW Closures and Street Naming

2. Human Resource Update

Nil

3. Project Status Reports

Project	3.1 Pedestrian Access Way Strategy Review		
Budget:	\$4,538	Expenditure to Date:	\$4,538 (Committed)
Commencement Date:	July 2018	Estimated Finish Date:	Completed
Project Officer:	Mr David Waller, Coordinator Statutory Planning		
Author:	Mr Stephen Sullivan, Planning Officer		
Progress Report:			

This project has been completed.

Project	3.2 Conservation Plan fmr Roads Board Museum		
Budget:	\$35,000	Expenditure to Date:	\$8,525 (Committed)
Commencement Date:	July 2020	Estimated Finish Date:	July 2021
Project Officer:	Mr David Waller, Coordinator Statutory Planning		
Author:	Mr Stephen Sullivan, Planning Officer		
Progress Report:			

No change since November 2020 Bulletin.

Project	3.3 Review of Planning Policy 3.3.1 - Control of Advertisements		
Budget:	\$35,000	Expenditure to Date:	\$35,000 (Committed)
Commencement Date:	July 2020	Estimated Finish Date:	July 2021
Project Officer:	Mr David Waller, Coordinator Statutory Planning		
Author:	Mr Chris Parlane, Senior Planning Officer		
Progress Report:			

Phase 1 - Internal stakeholders consultation is complete. Stage 2 - Desktop Review is underway. A discussion document will be prepared by the consultant, reflecting the outcome of Phases 1 and 2.

Project	3.4 Review of Planning Policy 3.3.21 - Heritage Conservation and Development and Website Heritage Information Sheet		
Budget:	\$8,949	Expenditure to Date:	\$8,949 (Committed)
Commencement Date:	July 2020	Estimated Finish Date:	July 2021
Project Officer:	Mr David Waller, Coordinator Statutory Planning		
Author:	Mr Stephen Sullivan, Planning Officer		
Progress Report:			

Following an inception meeting with the consultant, Element, the City is intending to send out a further Request for Quotes (RFQ) for the preparation of a second Local Planning Policy to be prepared to guide the development and assessment of places on the City's Heritage List.

Request for quotes are anticipated to be sent out in January 2021.

Project	3.5 Small Business Approvals Program		
Budget:	Funded by Small Business Development Corporation	Expenditure to Date:	N/A
Commencement Date:	February 2021	Estimated Finish Date:	July 2021
Project Officer:	Mr David Waller, Coordinator Statutory Planning		
Author:	Mr David Waller, Coordinator Statutory Planning		
Progress Report:			

The City received confirmation in early December that the City had been selected to participate in Round 1 of the Small Business Approvals Program.

The CEO and Mayor have signed the Memorandum of Understanding with the Small Business Development Corporation (SBDC) to enable the City to participate in the program.

Twelve (12) Workshops have been tentatively programmed with key staff for February and March in 2021, which will be facilitated by LK Advisory.

4. Information Items

4.1 Subdivision/Development Approval and Refusals by the WAPC

Author: Administration Team

- 4.1.1 Freehold Subdivision Approved - Lot 378 Kullaroo Court, Hillman - Survey Strata Subdivision Creating 3 Lots (21.2020.73.1)
- 4.1.2 Survey Strata Subdivision Approved - Lot 358 McKenzie Road, Shoalwater - Residential Subdivision Creating 2 Lots and 1 Common Property (21.2020.100.1)
- 4.1.3 Freehold Subdivision Approved - Lot 9011 Sixty Eight Road, Baldivis - Residential Subdivision Creating 65 Lots (21.2020.65.1)
- 4.1.4 Freehold Subdivision Approved - Lot 10 Saltaire Way, Port Kennedy - Commercial Subdivision Creating 2 Lots (21.2020.80.1)
- 4.1.5 Survey Strata Subdivision Approved - Lot 105 Penguin Road, Safety Bay - Residential Subdivision Creating 2 Lots (21.2020.66.1)
- 4.1.6 Freehold Subdivision Approved - Lot 92 Safety Bay Road, Waikiki - Residential Subdivision Creating 2 Lots (21.2020.85.1)

4.2 Notifications and Gazettals

Author: Administration Team

Nil

4.3 Subdivision Clearances

Author: Administration Team

- 4.3.1 Lot 9003 Baldivis Road, Baldivis - Millars Landing Stage 2A Phase 2) - Subdivision Clearance Creating 10 Lots (21.2018.64.1)
- 4.3.2 Lot 9000 McDonald Road, Baldivis - McDonald Road (Stage 3) - Subdivision Clearance Creating 34 Lots (21.2016.107.1)
- 4.3.3 Lot 147 Hilda Road, Waikiki - Subdivision Clearance Creating 2 Lots (21.2019.5.1)
- 4.3.4 Lot 9028 Dampier Drive, Golden Bay - Golden Bay (Stage 5C) - Subdivision Clearance Creating 53 Lots (21.2018.7.1 and 21.2019.70.1)
- 4.3.4 Lot 9004 Baldivis Road, Baldivis - Greenlea Estate (Stage 4) - Subdivision Clearance Creating 30 Lots (21.2017.7.1)
- 4.3.5 Lot 9004 Baldivis Road, Baldivis - Millars Landing (MRS Handover) - Subdivision Clearance Creating 2 Lots (21.2020.15.1)
- 4.3.6 Lot 9040 Crinia Drive, Baldivis - The Rivergums (Stage 11C Release 2) - Subdivision Clearance Creating 16 Lots (21.2019.18.1)
- 4.3.7 Lot 9017 Nyilla Approach and Lot 9007 Abelia Road, Baldivis - The Edge (Stage 3A) - Subdivision Clearance Creating 55 Lots (21.2019.66.1)

4.4 Subdivision Survey Approvals

Author: Administration Team

- 4.4.1 Endorsed Deposited Plan of Survey - Lot 814 Fruin Court, Warnbro (21.2019.21.1)
- 4.4.2 Endorsed Deposited Plan of Survey - Lot 9000 McDonald Road, Baldivis (21.2016.107.1)
- 4.4.3 Endorsed Deposited Plan of Survey - Lot 9021 Baldivis Road, Baldivis (LUP/2035)
- 4.4.4 Endorsed Deposited Plan of Survey - Lot 9027 Sixty Eight Road, Baldivis (21.2018.27.1 and 21.2019.85.1)
- 4.4.5 Endorsed Deposited Plan of Survey - Lot 9501 Muzzlewood Street, Baldivis (21.2017.45.1)
- 4.4.6 Endorsed Deposited Plan of Survey - Lot 9029 Marillana Drive, Golden Bay (21.2020.16.1)
- 4.4.7 Endorsed Deposited Plan of Survey - Lot 9003 Baldivis Road, Baldivis (21.2018.64.1)
- 4.4.8 Endorsed Deposited Plan of Survey - Lot 9028 Dampier Drive, Golden Bay (21.2018.7.1 and 21.2019.70.1)

4.5 Subdivision Lot Production

Author: Administration Team

The following table represents residential lot activity within the growth suburbs of the City of Rockingham by month and year-to-date.

The data provides information relating to the number of conditional residential lot approvals, by the Western Australian Planning Commission.

The final approval figures are based on the number of lots which have received final approval by the Western Australian Planning Commission.

Locality	Month (December 2020)		Calendar Year to date (2020)	
	Preliminary (total lots)	Final (total lots)	Preliminary (total lots)	Final (total lots)
Baldivis	65	26	591	359
Golden Bay	nil	53	374	97
Karnup	nil	nil	16	nil

Note 1: The Western Australian Planning Commission (WAPC) approve Subdivision Applications on advice from the City and relevant Government Agencies.

Note 2: For clarity, the term "Preliminary" refers to "WAPC Subdivision Approvals (total lots)" and the term "Final" refers to "WAPC Endorsed Deposited Plan i.e. Lots to be created (total lots)".

Note 3: When the WAPC Endorses a Deposited Plan it includes new lots, which can then be created by Landgate.

4.6 Delegated Development Approvals

Author:	Administration Team
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- 4.6.1 Proposed Addition to Perth Wake Park (Deck) - Lot 482 St Albans Road, Baldivis - Hurrey (20.2020.336.1)
- 4.6.2 Proposed Outbuilding to Single House (Shed) - Lot 906 (No.42A) Sawley Close, Golden Bay - Jones (20.2020.313.1)
- 4.6.3 Proposed Medical Centre - Lot 324 (No.101) Road Street and Lot 325 (No.4) Cygnus Street, Rockingham - Allering & Associates (20.2020.219.1)
- 4.6.4 Proposed Additions to 'Independent Timbers' (Retrospective Approval for Existing Office, Proposed Office and Showroom Extension) - Lot 51 (No.109-11) Dixon Road, Rockingham - CPR Building Holdings Pty Ltd (20.2020.347.1)
- 4.6.5 Proposed Educational Establishment (Addition Storeroom) - Lot 1001 (No.176) Currie Street, Warnbro - Rockingham Mandurah Lutheran Church Inc (20.2020.338.1)
- 4.6.6 Proposed Home Business (Beauty Salon) - Lot 108 (No.10) Arpenteur Drive, Baldivis - Parker (20.2020.319.1)
- 4.6.7 Proposed Addition to Community Purpose (Shed) - Lot 1551 Attwood Way, Rockingham - Profounder Factory Direct Pty Ltd (20.2020.335.1)
- 4.6.8 Proposed Outbuilding to Single House (Shed) - Lot 835 (No.38) Trenant Park Garden, Golden Bay - Hodges (20.2020.350.1)
- 4.6.9 Proposed Change of Use (Fast Food Outlet) - Lot 1465 (No.49) Chelmsford Avenue, Port Kennedy - M W Urban Planning and Development (20.2020.352.1)
- 4.6.10 Proposed Outbuilding to Single House - Lot 212 (No.15) Wicksteed Close, Baldivis - McNamee (20.2020.333.1)
- 4.6.11 Proposed Change of Use (Short Stay Accommodation) - Lot 495 (No.1) Porto Santo Green, Secret Harbour - Turner (20.2020.305.1)
- 4.6.12 Proposed Removal of ATM and Façade Reinstatement - Lot 11 (No.59) Arpenteur Drive, Baldivis - KDC Pty Ltd (20.2020.355.1)
- 4.6.13 Proposed Amendment to Approved Development Approval (Extended Hours Respite Care) - Lot 95 (No.45) Concordia Way, Rockingham - Freitas (20.2020.258.1)
- 4.6.14 Proposed Change of Use (Short Stay Accommodation) - Lot 2 (No.5A) Fifth Avenue, Shoalwater - Osbourne (20.2020.328.1)
- 4.6.15 Proposed Amendment to Approved Development Approval (Kwinana Bulk Storage and Import Facility) - Lot 108 Patterson Road, East Rockingham - Element Advisory Pty Ltd (20.2020.314.1)
- 4.6.16 Proposed Single House Addition (2nd Storey and Garage) - Lot 112 (No.9) Lipscombe Close, Golden Bay - Zencad (20.2020.296.1)
- 4.6.17 Proposed Community Use/Purpose - Baldivis Children's Forest (Observation Deck and Boardwalk) - Lot 660 Mandurah Road, Baldivis - Baldivis Children's Forest Inc (20.2020.164.1)
- 4.6.18 Proposed House Extension (Patio) - Lot 23 (No.22) Doghill Road, Baldivis - Brooks Architectural Drafting & Design (20.2020.368.1)
- 4.6.19 Proposed Use Not Listed (Short Stay Accommodation) - Lot 70 (No.4A) First Avenue, Shoalwater - Osbourne (20.2020.326.1)
- 4.6.20 Proposed Education Establishment (4 Additional Classrooms and 38 Bay Car Park) - Lot 2000 (No.30) Gngangara Drive, Waikiki - South Coast Baptist College (20.2020.252.1)
- 4.6.21 Proposed Single House - Lot 1 (No.30) Sawley Close, Golden Bay - Summit Homes Group (20.2020.321.1)

- 4.6.22 Proposed Single House Addition (Shed and Balcony) - Lot 16 Emerald Court, Singleton - Brown (20.2020.341.1)
- 4.6.23 Proposed Use Not Listed (Short Stay Accommodation) - Lot 70 (No.4B) First Avenue, Shoalwater - Osbourne (20.2020.327.1)
- 4.6.24 Proposed Single House Additions (Patios and Carports) - Lot 207 (No.71) Amarillo Drive, Karnup - Trojan Patios & Sheds Pty Ltd (20.2020.364.1)
- 4.6.25 Proposed Ancillary Accommodation - Lot 688 (No.226) Amarillo Drive, Karnup - Benjamin (20.2020.323.1)
- 4.6.26 Proposed Shed - Lot 500 (No.305 Amarillo Drive, Karnup - Giesemann (20.2020.356.1)
- 4.6.27 Proposed Change of Use (Child Care Centre) - Lot 14 (No.373) Warnbro Sound Avenue, Port Kennedy - Johns (20.2020.287.1)

4.7 Delegated Development Refusals

Author:	Administration Team
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- 4.7.1 Retrospective Rural Pursuit (Keeping of Horses) - Lot 100 (No.253) Sixty Eight Road, Baldivis - Boyd (20.2020.145.1)

4.8 Delegated Building Envelope Variations

Author:	Administration Team
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- 4.8.1 Proposed Variation to Building Envelope - Lot 212 (No.15) Wicksteed Close, Baldivis - McNamee (20.2020.333.1)
- 4.8.2 Proposed Variation to Building Envelope - Lot 222 (No.66) Wicksteed Close, Baldivis - Hemsley Planning Pty Ltd (24.2020.18.1)
- 4.8.3 Proposed Variation to Building Envelope - Lot 3012 (No.30) Olive Hill Close, Karnup - Prop Up & Co - (24.2020.19.1)
- 4.8.4 Proposed Variation to Building Envelope - Lot 112 (No.9) Lipscombe Close, Golden Bay - Zengcad (24.2020.20.1)

4.9 Subdivision/Amalgamation Approved

Author:	Administration Team
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- 4.9.1 Referral Response - Application No.159875 - Lot 9011 Sixty Eight Road, Baldivis - Freehold Subdivision Creating 65 Lots (21.2020.65.1)
- 4.9.2 Referral Response - Application No.1704-20 - Lots 335 (No.4) Joseph Road, Safety Bay - Residential Subdivision Creating 2 Lots (21.2020.91.1)
- 4.9.3 Referral Response - Application No.1830-20 - Lot 358 (No.38) McKenzie Road, Shoalwater - Residential Subdivision Creating 2 Lots and 1 Common Property Lot (21.2020.100.1)
- 4.9.4 Referral Response - Application No.159967 - Lot 487 (No.40) Doghill Road, Baldivis - Freehold Subdivision Creating 2 Lots (21.2020.76.1)

4.10 Strata Plans

Author:	Administration Team
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Nil

4.11 Subdivision/Amalgamation Refused

Author:	Administration Team
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Nil

4.12 Point Peron Rehabilitation Committee Update - Point Peron 'Cape' Replica Gun Project

Author:	Mr Mike Ross, Manager Statutory Planning
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A replica 155mm M1917/18 GPF Gun on an M3 carriage was installed at Point Peron on 8 December 2020.

Rotary Club of Palm Beach WA Inc. with support from the Point Peron Rehabilitation Committee (PPRC), commissioned the construction of a 7 metre long 1917/18 howitzer gun, which is a close as possible match to the original WWII guns that were placed at Point Peron.

In 2019, the City of Rockingham awarded a \$10,000 Community Grant to Rotary Club of Palm Beach of WA Inc. for the project which was recently matched by \$10,000 funding from the Point Peron Rehabilitation Committee via the South West Group of Councils (SWCDeF Inc.), and Palm Beach Rotary Club Treasurer Doug Hess advised the club also put in \$5,830.

The Department of Biodiversity, Conservation and Attractions also support the project including a \$6,000 paint and graffiti removal just prior to installation of the gun on Tuesday, 8 December 2020. The Department of Planning, Lands and Heritage also supported the project with Development Approval being granted in 2019.

By way of background:

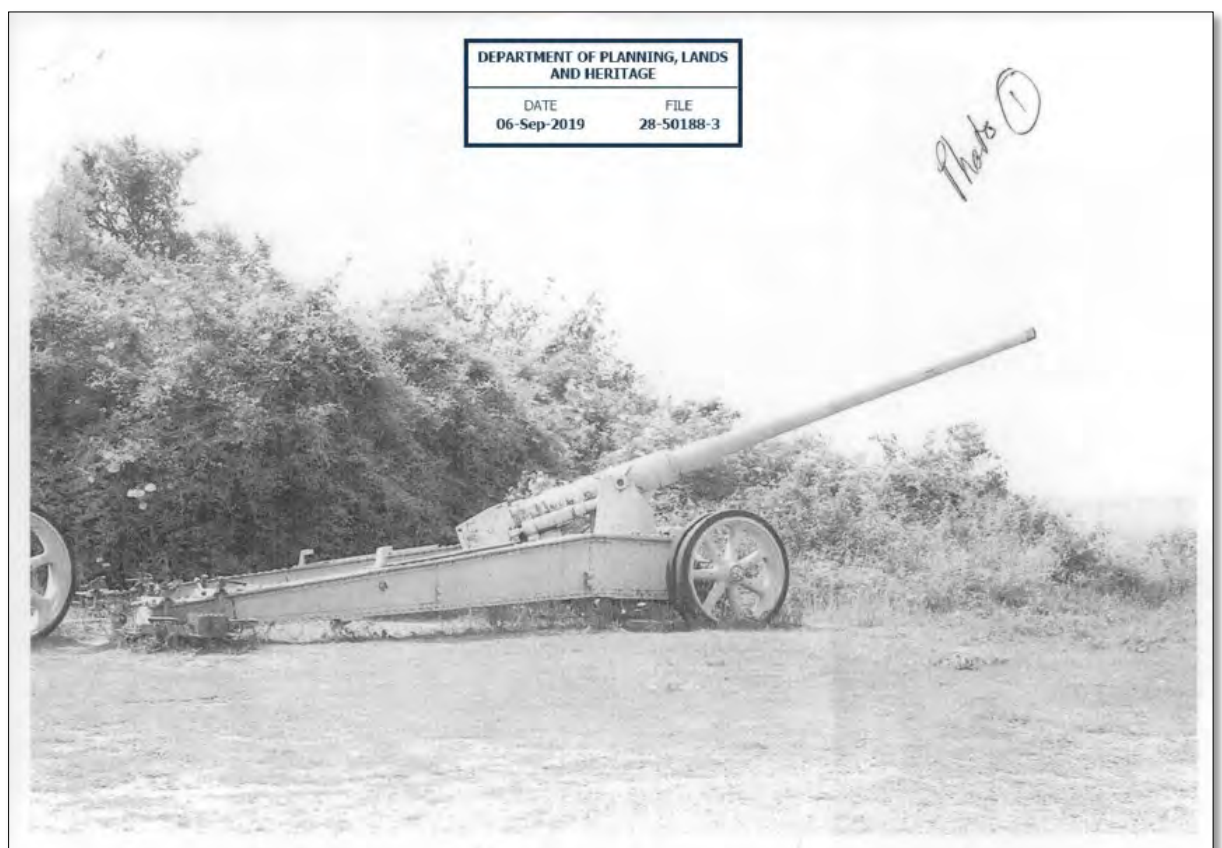
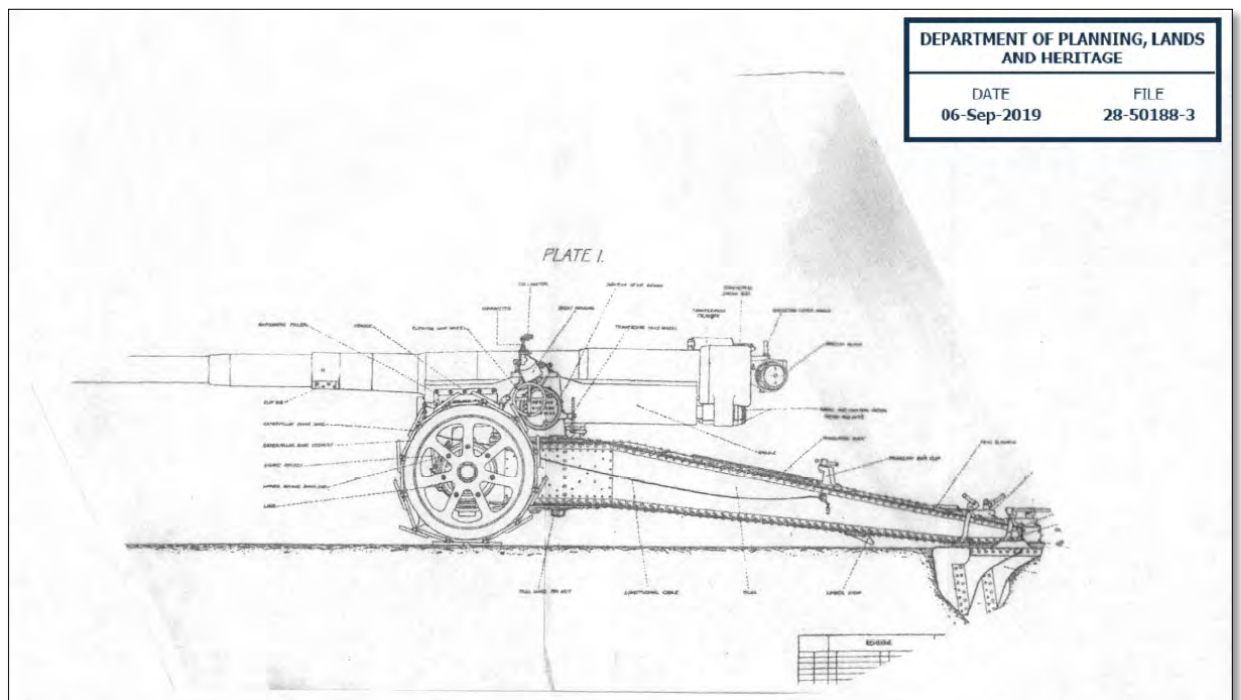
- The replica gun was built by Mr Adrian Watt of Sheet Metal Fabricators Spearwood. He was asked to quote as he had produced a faithful replica of a WWI mini-submarine for the WA Maritime Museum in Fremantle.
- Mr Watt said "We did it as a fill-in job." His staff and TAFE students getting work experience, working on it when the workshop was enjoying quiet spells.
- The project began in November-December 2019 and was completed in July-August 2020.
- Approx. 1800kg in weight.
- Approx. 1600 rivets were needed and the combined cost of metal and rivets alone was \$6,000.
- The project was driven by the Palm Beach Rotary's community, arts and innovation committee.
- Westrack donated the massive wheels, valued at \$8,000.
- Hames Paint of Ballarat reduced the price of the paint to protect the replica from the harsh weather and the gun was painted by Palm Beach Rotarians.
- The replica gun's total cost was \$26,830.
- Phil Rowson, a past gunnery officer who in on the PPRC as an ordinance expert, with Peter Rowles, both were highly complementary when they saw the replica in the workshop and finally installed.

Mr Phil Edman, Chairperson of the Point Peron Rehabilitation Committee said "Finally since the end of WWII, one of the guns is finally being brought back to its original foundation. This site will be to remember more than 3000 Australians that lost their lives on Australian soil and its waters during one of the world's saddest and ugliest conflicts."

Club President Mr Kevin McDonnell said "Rotary Club of Palm Beach is proud to be associated with Point Peron Restoration Project and the Howitzer Replica Memorial. We see it a great way to honour the memories of those men and women who served to defend our coastline in the dark days of WW2 and to preserve the history of the area for the generations to come."

Point Peron 'Cape' was an integral part of the coastal defence strategy of Western Australia during World War II. Built in 1942, Peron Battery was one of a string of heavy coastal batteries located on Garden Island and Rottnest Island and on the mainland to Swanbourne. These batteries known as the Fremantle Fortress, defended the Port of Fremantle. The Battery was decommissioned in December 1944 when the guns were removed.

In the highest afforded recognition at the State level, based on the cultural heritage significance of the Cape Peron Battery Complex, it was entered in the Register of Heritage Places on an interim basis under the Heritage of Western Australia Act 1990 on 28 June 2019.





Gun emplacement prior to paint and graffiti removal (interpretive signage to be reinstalled)



Photos Below: DBCA arranged for the gun install - 8 December 2020









Replica 155mm M1917/18 GPF Gun



Big Guns

Gun Emplacement 2 (north) and associated ammunition bunker were strategically positioned to cover Garden Island's seaward side and southern approach.

Here at Cape Peron and on Garden Island where the big M1917 and M1918, 155mm guns that played their part. They were originally field guns weighing in at 10 tons and were placed on what is called a Panama Mount when installed at the site. The solid concrete mounting enabled the gun to be anchored to a pivot block, set in concrete.

There were also two 18 pounder field guns used as a last line of defence to cover the hurdle fence, which prevented passage through the South Channel.

Gun Emplacement 1 (south) is unstable due to dune movement which has inevitably caused its collapse and it sits precariously on the side of the slope.

The guns were removed from the site on 24 November 1944 and the Battery ceased operational duties on 1 December 1944.

Similar M1917/M1918 155mm guns were located here. Image was taken on 15 July 1943 on Garden Island. *Australian War Memorial (AWM 054026)*



The equipment issued to the 'K' Unit for the Point Peron Heavy Battery was:

- The guns were mounted on permanent concrete mounts and have a traverse of approximately 270 degrees and were able to cover shipping within range to the south of Rockingham and in Safety Bay, to the west over Garden Island (the South Channel). It supported the armaments on Garden Island.

Location of Subject Site - existing gun mount location

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE: 30 Sep 2019
FILE: 200-50180-3



Final Group Photo following installation on 8 December 2020

4.13 Proposed Modifications to Existing Golf Course and Construction of New Maintenance Facilities - Lot 3007 Port Kennedy Drive, Port Kennedy

Author:	Mr Chris Parlane, Senior Planning Officer
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An application seeking development approval has been received by the City (lodged on behalf of the Western Australian Beach & Golf Resort Pty Ltd) for proposed modifications to the 'Links Kennedy Bay' golf course and the construction of new golf maintenance facilities on Lot 3007 Port Kennedy Drive, Port Kennedy.

The subject site is reserved as "Parks and Recreation" under the Metropolitan Region Scheme (MRS). As such, the development application will be determined by the Western Australian Planning Commission (WAPC), being the relevant planning authority. It is noted that the City of Rockingham Town Planning Scheme No.2 does not apply to the land, as it is subject to a regional reserve under the MRS.

The application includes:

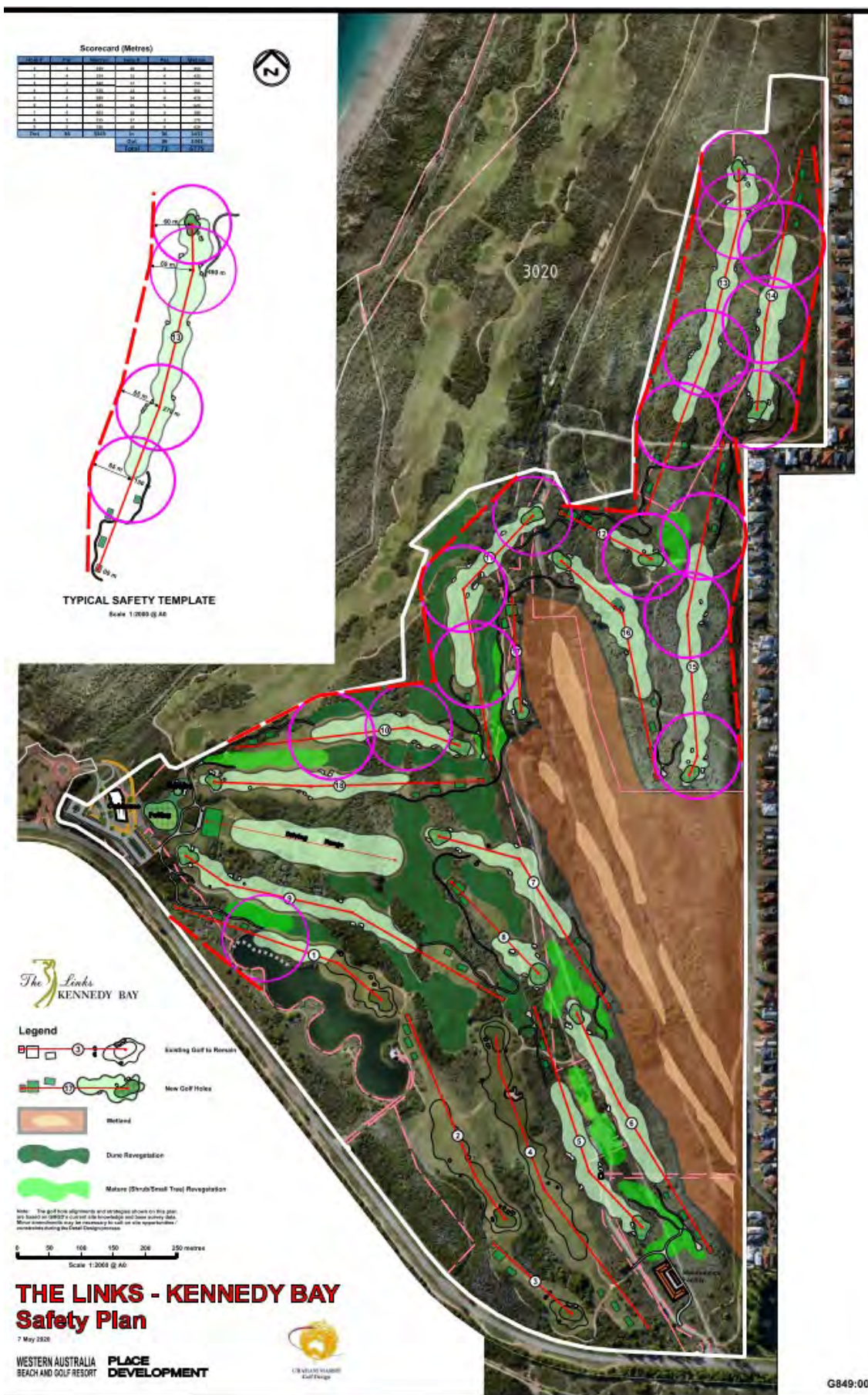
- the construction of a new 18 golf course which involves relocating 9-holes from the adjoining land (Lot 3020 Bay Links Boulevard - the subject of the proposed Kennedy Bay Structure Plan) onto the subject land (Lot 3007); and
- Constructing new golf course maintenance facilities in the south-eastern corner of the site, including an equipment store, workshop, wash down area, storage bins, a fuel tank, staff administration and car parking facilities.

Given the high level of community interest in the development of Kennedy Bay in general, the City considers the application warrants community consultation. The application will therefore be advertised for a 21 day public submission period (dates yet to be confirmed), by way of:

- Letters to property owners/ occupiers in the vicinity;
- Signs to be erected on site advertising the development application;
- A newspaper advertisement being published;
- Application documents being published on the City's website and being made available at the City's Administration offices for viewing.

All public submissions received will be referred to the WAPC, along with the technical advice from the City, for the WAPC to have due regard in making its decision on the application for Development Approval pursuant to the MRS.

A further Bulletin Report will be made to the Council, following the conclusion of the public advertising period, which will detail the number of public submissions received, a summary of the issues raised therein, and the various technical assessment matters raised by the City. All of these matters will be provided to the WAPC to aid its assessment and decision making processes.



4.14 Planning Regulations Amendment Regulations 2020

Author:	Mr Mike Ross, Manager Statutory Planning
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On 21 December 2020, the Department of Planning, Lands and Infrastructure (DPLH) notified the City that the *Planning Regulations Amendment Regulations 2020* (Amendment Regulations) has been gazetted.

The Amendment Regulations include a range of changes designed to streamline development assessment processes and reduce unnecessary red tape, to help support the State's economic recovery. The Amendment Regulations have amended the *Planning and Development (Local Planning Schemes) Regulations 2015* and made further amendments to the *Planning and Development (Development Assessment Panels) Regulations 2011* and the *Planning and Development Regulations 2009*.

Proposed amendments to the Regulation were advertised between 20 August 2020 and 18 September 2020. One hundred and seventeen submissions were received from local government (including the City of Rockingham), state agencies, industry bodies and members of the public.

The feedback received assisted the DPLH to refine the proposals in response to the key issues received. Outlined below are the key modifications to the advertised Amendment Regulations:

- Allow more flexibility with online publishing requirements where it is not practicable for local government (particularly in rural and remote areas) to comply with requirements. In such circumstances, the Western Australian Planning Commission (WAPC) can approve variations to these requirements.
- Delete proposal to make it optional, as opposed to mandatory, for a local government to establish and maintain a heritage list.
- Remove site works as an exemption from planning requirements.
- Changes to exemptions for certain uses and associated conditions:
 - (a) Reduced upper limit for net lettable area (NLA), where applicable to a particular exemption from 400sqm to 300sqm, such as for shop and private recreation and inclusion of a 300sqm NLA limit for restaurant/café uses.
 - (b) Changes to conditions for exemptions, now refer to no more than 60% of glass surface of any window on the ground floor of a building being obscured by glass for 'recreation private' and 'consulting rooms'.
 - (c) Remove Hotel, Tavern and 'Bulky Goods Showroom' uses from the exempt uses.
- Changes to advertising requirements for development applications. The definition of a 'complex' application has been amended to more accurately reflect what would constitute a complex application. There is also the ability for local governments to seek WAPC approval to vary advertising arrangements where this may be appropriate.
- Various changes to car parking variation and cash in lieu provisions in Part 9A:
 - (a) Limit application of provisions to the Perth Metropolitan and Peel Region Scheme areas.
 - (b) Remove the method for calculation of cash in lieu from the text of the Regulations. The method (or formula) will be included in a separate WAPC document with appropriate references to this document in the Regulations. The development of a method of calculation will be subject to further consultation with key stakeholders during early 2021.
 - (c) Include a transitional two-year period for local governments to enable the local government to continue to apply cash in lieu where an existing planning instrument on car parking exists (e.g. a local planning policy), however, the method of calculation is still required to be as determined by the WAPC.
- Delete a proposed change to clause 66 of the Deemed Provisions relating to determining applications when referral responses are not received.
- Minor wording changes to clarify the intent of certain clauses and ensure consistent interpretation and application.

The amendments will make various improvements to local planning processes which become operational in two stages.

From 15 February 2021, there will be a range of exemptions for small projects such as patios, water tanks from Development Approval.

A 'deemed to comply' check enables the City to ensure compliance with the Residential Design Codes and allows these development proposals to progress straight to the building approval stage.

Other Regulatory changes outlined are explained by the DPLH as improving processes, reducing administration and improving consultation practices, including:

- Removing the need for planning approvals for certain change-of-use applications such as small café or restaurant;
- Planning approval exemption for Home Occupations;
- A limit of only one further request for additional information from local governments for applications that do not require public advertising or referral;
- Consistent public consultation requirements for complex development applications;
- Prioritising online publication of planning documents, with an option for hard copies to be made available; and
- Introducing a single planning process for structure plans and precinct structure plans.

There are various conditions relating to the above listed exemptions included in the Planning Regulations Amendment Regulations 2020.

Most of the Amendment Regulations will become operational on 15 February 2021, except for the new Part 9A of Deemed Provisions relating to car parking and cash in lieu, which will become operational on 1 July 2021. The development of the manner and form of document for car parking plans for cash in lieu and a consistent method of calculation for cash in lieu, will be subject to further consultation with key stakeholders in early 2021, prior to consideration by the WAPC.

Various changes were made to the draft Regulations in response to the City's submission, such as removing Site Works, Hotel and Tavern as an exemption. The City's concerns with respect to cash in lieu of parking were partially addressed by removing the method (or formula) which will be included as a separate document following consultation with local government, including the City of Rockingham. The City, however, has a two year period from 1 July 2021, to prepare a Payment in lieu of Parking Plan, with a 10 year restriction on the use of cash in lieu provisions for parking which will continue to apply.

<https://www.dplh.wa.gov.au/lpsregs>

Planning and Development Directorate Monthly Team Summary



1. Planning and Development Directorate Team Overview

The Planning and Development Directorate Team delivers a range of services which includes:

- Leads, mentors, manages and develops PDS Teams
- Contributes to the strategic development of the City
- Delivers a range of planning and development programmes and services that align with the objectives of the City's Strategic Plan
- Delivers Team Plans in accordance with the objectives of the City and the PDS Division
- Maintains comprehensive statutory planning, strategic planning and environment, building and environmental health best practices

2. Human Resource Update

Nil

3. Project Status Reports

Project	3.1 Rockingham Strategic Metropolitan Centre Local Planning Framework Review (LUP/2134)		
Budget:	\$150,000 (2020/2021) \$100,000 (2021/2022) \$ 50,000 (2022/2023) \$ 50,000 (2023/2024)	Expenditure to Date:	\$13,728
Commencement Date:	November 2020	Estimated Finish Date:	To be determined
Project Officer:	Mr Peter Ricci, Manager Major Planning Projects		
Author:	Mrs Sharon Peacock, Projects Research Officer		
Progress Report:			

Project Purpose

To review the local planning framework for the Rockingham Strategic Metropolitan Centre ('RSMC') to ensure that it meets the City's objectives and the requirements of the higher-order state planning framework.

The RSMC local planning framework involves provisions within Town Planning Scheme No. 2, the 2009 Centre Plan and local planning policies (or 'Development Policy Plans') for the various sectors that comprise the RSMC. The local planning framework sets the vision for the RSMC and provides guidance and requirements for new development and public infrastructure investment.

The boundary of the RSMC is depicted below.



A consultant team, led by Hames Sharley WA Pty Ltd, has been commissioned to assist the City in conducting the project. The following table provides a progress update of key tasks within each phase of the project and indicative timeframes:

Phase	Description and Progress	Indicative Timeframes
1	<p><i>Planning Framework Review</i> - to review the existing RSMC local planning framework and establish the level of alignment and consistency with the prevailing state planning framework, primarily State Planning Policy No. 7.2 - Precinct Design.</p> <p><u>Progress</u></p> <ul style="list-style-type: none"> On 14 December 2020, the consultant team and City Officers met with representatives from the Department of Planning, Lands and Infrastructure to introduce the project and seek its support for ongoing engagement. The consultant team has produced a draft Local Planning Framework Review Report ('Report') which identifies the level of alignment with the state planning framework and offers initial recommendations on the manner in which it could be improved. The City has reviewed the draft Report and provided feedback. The consultant team has considered the City's feedback and is preparing a final Report which will be assessed. <p><u>Actions to Follow</u></p> <ul style="list-style-type: none"> Final Report to be completed. Presentation to February 2021 Councillor Engagement. 	3 months
2	<i>Department of Planning, Lands and Heritage Submission</i> - to consider the outcomes of the Local Planning Framework Review Report and establish proposed project methodology for DPLH approval.	2 months
3	<i>Stakeholder Engagement Plan and Pre-Lodgement Plan</i>	3 months
4	<i>Concept Development</i>	3 months
5	<i>Draft Precinct Plan and Town Planning Scheme Amendment</i>	5 months
6	<i>Statutory Advertising Period</i>	5 months
7	<i>Western Australian Planning Commission Review and Approval</i>	1 month

Project	3.2 Design Review Panel (LUP/2094)		
Budget:	\$35,000	Expenditure to Date:	\$1,238
Commencement Date:	February 2018	Estimated Finish Date:	Ongoing
Project Officer:	Mr Bob Jeans, Director Planning and Development Services		
Author:	Mrs Sharon Peacock, Projects Research Officer (Panel Coordinator)		
Progress Report:			

The following table represents the number of applications received which have been assessed by the City's Design Review Panel:

January			
Proposal	Location	Status	Determining Authority
Two planning proposals received over the same property: A Local Development Plan, which establishes specific design requirements over the subject land for anyone intending to develop and a Development Application for a mixed use development comprising of two commercial tenancies (corner café and office tenancy) and 315 multiple dwellings.	Lot 1512 Lake Street and Lot 5000 Fisher Street, Rockingham	Post Lodgement	Joint Development Assessment Panel

4. Information Items

Nil

Advisory Committee Minutes

The following Advisory Committee Minutes are attached for Councillor's information.

Advisory Committee Recommendations will be subject to separate Officer's reports to Council.

Advisory Committee	Advisory Committee Meeting held:
Bush Fire Advisory Committee	Minutes of the meeting held on 8 December 2020 (Appendix 2)
Heritage Reference Group	No meeting held this period

Appendices

1. PathWest Laboratories - Ocean Water Sampling Results (HS 3.4)
2. Minutes of the Bush Fire Advisory Committee Meeting held on 8 December 2020

Water Examination Laboratory

2nd Floor, J Block, Hospital Ave
Nedlands WA 6009

Phone: (08) 6457 2583
Facsimile: (08) 9381 7139



Principal EHO
City of Rockingham
PO Box 2142
ROCKINGHAM WA 6968

Certificate of Analysis

Project Number: PW-676784

Collected: 03-Dec-2020

Received: 03-Dec-2020 3:40 pm
Temperature (Chilled): 14.6 °C

Analysed: 03-Dec-2020

Lab Number: W20-075890

Site Code: RK3/018

Time Collected: 10:00

Collection Point: Anstey Beach

Collection Temperature: 23°C

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Lab Number: W20-075891

Site Code: RK3/019

Time Collected: 10:15

Collection Point: Golden Bay Beach

Collection Temperature: 24°C

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Lab Number: W20-075892

Site Code: RK3/020

Time Collected: 10:30

Collection Point: Singleton Beach

Collection Temperature: 23°C

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Lab Number: W20-075893

Site Code: RK3/016

Time Collected: 10:45

Collection Point: Secret Harbour Northern Car Park

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Project Number: PW-676784

Lab Number: W20-075894

Site Code: RK3/015

Time Collected: 11:00

Collection Point: Bridport Point

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Lab Number: W20-075895

Site Code: RK3/014

Time Collected: 11:15

Collection Point: Cote D'Azur Gardens Car Park

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Lab Number: W20-075896

Site Code: RK3/013

Time Collected: 11:30

Collection Point: Warnbro No 3 Carpark

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			

Lab Number: W20-075897

Site Code: RK3/010

Time Collected: 11:30

Collection Point: Penguin Island Jetty

Analysis	Result	Units	Method
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Comments Sample showed visible turbidity.			



Corporate accreditation number 2392. Corporate site number 2851.
Accredited for compliance with ISO/IEC 17025 - Testing
This document may not be reproduced except in full.

Report Type: Final

Report Number: 773248

Authorised By: HE152266 - Approved Signatory
on 4/12/2020

The submitting agency is responsible for the collection and transportation of samples. These results relate only to the items tested.
End Of Report

Water Examination Laboratory

2nd Floor, J Block, Hospital Ave
Nedlands WA 6009

Phone: (08) 6457 2583
Facsimile: (08) 9381 7139



Principal EHO
City of Rockingham
PO Box 2142
ROCKINGHAM WA 6968

Certificate of Analysis

Project Number: PW-676783

Collected: 03-Dec-2020

Received: 03-Dec-2020 3:40 pm
Temperature (Chilled): 14.6 °C

Analysed: 03-Dec-2020

Lab Number: W20-075886

Site Code: RK3/028

Time Collected: 09:30

Collection Point: Bent Street Jetty

Collection Temperature: 24°C

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 10	CFU/100 mL	MWM002
Escherichia coli	est. 10	CFU/100 mL	MWM002
Confirmed Enterococci	10	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Sample showed visible turbidity.

Lab Number: W20-075887

Site Code: RK3/033

Time Collected: 09:30

Collection Point: Forrester Road

Collection Temperature: 22°C

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 20	CFU/100 mL	MWM002
Escherichia coli	est. 20	CFU/100 mL	MWM002
Confirmed Enterococci	10	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Sample showed visible turbidity.

Lab Number: W20-075888

Site Code: RK3/036

Time Collected: 09:30

Collection Point: Tern Island

Collection Temperature: 24°C

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. <10	CFU/100 mL	MWM002
Escherichia coli	est. <10	CFU/100 mL	MWM002
Confirmed Enterococci	<10	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Sample showed visible turbidity.

Project Number: PW-676783

Lab Number: W20-075889

Site Code: RK3/037

Time Collected: 09:30

Collection Point: Safety Bay Beach

Collection Temperature: 22°C

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 20	CFU/100 mL	MWM002
Escherichia coli	est. 20	CFU/100 mL	MWM002
Confirmed Enterococci	20	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Request form and bottle labelled as Safety Bay Road.

The sample and/or source description provided on the request form for the specified site code does not match that in Pathwest's database. Please contact the laboratory to update or clarify information if required. Thank you.

Sample showed visible turbidity.

* Analysis is not covered by NATA accreditation.



Corporate accreditation number 2392. Corporate site number 2851.

Accredited for compliance with ISO/IEC 17025 - Testing

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Report Type: Final

Report Number: 773676

Authorised By: HE08453 - Approved Signatory
on 8/12/2020*The submitting agency is responsible for the collection and transportation of samples. These results relate only to the items tested.******End Of Report*****

Water Examination Laboratory

2nd Floor, J Block, Hospital Ave
Nedlands WA 6009

Phone: (08) 6457 2583
Facsimile: (08) 9381 7139



Principal EHO
City of Rockingham
PO Box 2142
ROCKINGHAM WA 6968

Certificate of Analysis

Project Number: PW-678591

Collected: 16-Dec-2020

Received: 16-Dec-2020 3:55 pm
Temperature (Chilled): 9.9 °C

Analysed: 17-Dec-2020

Lab Number: W20-079902

Site Code: RK3/028

Time Collected: 08:30

Collection Point: Bent Street Jetty

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 10	CFU/100 mL	MWM002
Escherichia coli	est. 10	CFU/100 mL	MWM002
Confirmed Enterococci	30	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Sample showed visible turbidity.

Lab Number: W20-079903

Site Code: RK3/033

Time Collected: 08:30

Collection Point: Forrester Road

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 20	CFU/100 mL	MWM002
Escherichia coli	est. 20	CFU/100 mL	MWM002
Confirmed Enterococci	20	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Due to a high background count of non-target organisms, the coagulase positive staphylococci count may be underestimated.
Sample showed visible turbidity.

Lab Number: W20-079904

Site Code: RK3/036

Time Collected: 08:30

Collection Point: Tern Island

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 10	CFU/100 mL	MWM002
Escherichia coli	est. 10	CFU/100 mL	MWM002
Confirmed Enterococci	31	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *

Comments

Due to a high background count of non-target organisms, the coagulase positive staphylococci count may be underestimated.
Sample showed visible turbidity.

Project Number: PW-678591

Lab Number: W20-079905 Site Code: RK3/037

Time Collected: 08:30

Collection Point: Safety Bay Beach

Analysis	Result	Units	Method
Confirmed Thermotolerant Coliforms	est. 10	CFU/100 mL	MWM002
Escherichia coli	est. 10	CFU/100 mL	MWM002
Confirmed Enterococci	52	MPN/100 mL	MWM018
Salmonella	Not Detected	/100 mL	MWM008
Coagulase Positive Staphylococci	est. <1	CFU/100 mL	MWM108 *
Comments			
Sample showed visible turbidity.			

* Analysis is not covered by NATA accreditation.



Corporate accreditation number 2392. Corporate site number 2851.
Accredited for compliance with ISO/IEC 17025 - Testing
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Report Type: Final

Report Number: 775518

Authorised By: HE88162 - Approved Signatory
on 21/12/2020

The submitting agency is responsible for the collection and transportation of samples. These results relate only to the items tested.
End Of Report




City of Rockingham

MINUTES

Bush Fire Advisory Committee Meeting

Held on Tuesday, 8 December 2020 at 6:30pm
City of Rockingham Board Room

<div style="text-align: center;"> City of Rockingham Bush Fire Advisory Committee Minutes Tuesday, 8 December 2020 – Board Room </div> 	
1.	Declaration of Opening
	The Executive Officer declared the Bush Fire Advisory Committee Meeting open at 6:32pm welcomed all present, and referred to the Acknowledgement of Country.
2.	Election of Presiding Member/Chairperson
2.1	The Executive Officer called for nominations for the position of Chairperson, Tim Fisher nominated Cr Rae Cottam and Terry Wegwermer seconded this nomination. There were no further nominations and therefore Cr Rae Cottam was declared the Chairperson for this committee.
3.	Record of Attendance/Apologies/Approved Leave of Absence
3.1	Members <div style="display: flex; justify-content: space-between;"> <div>Cr Rae Cottam</div> <div>Chairperson</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr Ryan Bulluss</div> <div>Captain, Karnup Volunteer Fire and Emergency Service (KVFES)</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr Terry Wegwermer</div> <div>District Officer, Perth South Coastal, Department Fire and Emergency Services (DFES)</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr Andrew Munro</div> <div>Captain, Rockingham Volunteer Fire and Rescue Service (RVFRS)</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr Tim Fisher</div> <div>Department of Biodiversity, Conservation and Attractions (DBCA)</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr Brenton Smith</div> <div>Deputy Captain, Baldivis Volunteer Fire and Emergency Service (BVFES)</div> </div>
3.2	Executive <div style="display: flex; justify-content: space-between;"> <div>Mr Greg Whip</div> <div>Coordinator Emergency Management, Chief Bush Fire Control Officer</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mrs Helen Edwards</div> <div>Fire Prevention Officer</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr David Caporn</div> <div>Manager Compliance & Emergency Liaison</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Mr Matthew Bowen</div> <div>Emergency Liaison Officer</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Ms Sophie Stidworthy</div> <div>Senior Administration Officer</div> </div>
3.3	Guest/Observer: Nil
3.4	Apologies: <div style="display: flex; justify-content: space-between;"> <div>Mr Stephen Summerton</div> <div>Secret Harbour Volunteer Fire and Rescue Service (SHVFRS)</div> </div>
3.5	Absent

	<p>Nil</p> <p>3.6 Approved Leave of Absence:</p> <p>Nil</p>
4.	Terms of Reference
	<p>To –</p> <ul style="list-style-type: none"> • <i>Provide advice and guidance to Council on matters relating to bushfire risk management; and</i> • <i>Facilitate collaboration between stakeholders with a shared responsibility for bushfire management within the City of Rockingham including prevention, preparedness, response and recovery.</i>
5.	Confirmation of Minutes of the Previous Meeting
	<p>Moved Mr Terry Wegwermer, seconded Mr Brenton Smith;</p> <p>That Committee CONFIRMS the Minutes of the Bush Fire Advisory Committee meeting held on 8 September 2020, as a true and accurate record.</p> <p style="text-align: right;">Carried</p>
6.	Matters Arising from the Previous Minutes
	<p>Action Item No. 8 – UCL Prescribed Burns</p> <p>As of the September meeting there were two additional sites selected for Spring burns, Greg asked Terry to update the committee on how they went. Terry advised that the sites were Activ Foundation and Scientific Park were both completed. Cr Cottam raised that there were known homeless people near the Activ Foundation and Terry confirmed that DFES had contact with the couple that were residing behind the Activ Foundation. Terry advised there were no issues during the burn, this couple kept out of the way and DFES worked around them. Greg queried Terry if this Action Item should remain open and Terry will advise the City of some Autumn burns, Terry advised that he is not aware of any burns for the City in Autumn and so this Action Item has been listed as completed.</p> <p>Action Item No. 12 – Prescribed Burning on City of Rockingham Land</p> <p>DFES conducted some burning for the City at two locations, one being a bushland reserve in Hillman, Terry advised that DFES Regional Office did some burning at this location near Darile Street, Hillman which was successful. Greg added that this burn was mostly burning out grass trees in a pattern throughout that reserve. Greg noted that there were some other burns that the City was planning on being completed but they weren't so these will carry over into Autumn and so this Action item is going to remain open.</p> <p>Action Item No. 16 – Quarterly Report of Known Locations of Rough Sleepers in Bushland</p> <p>Greg confirmed that he has forwarded the latest information through to DBCA and DFES.</p> <p>Action Item No. 18 – Explore the Proposal of a Sealed Access Way/ Mitigation from Fletcher Road through to Paganoni Road</p> <p>Greg advised that he knows this was an Action Item driven by Karli Hicks prior to her departure and unless anyone within the committee can update Greg on anything occurring since our last meeting on the 8 September 2020, then it is likely we are going to be waiting for the arrival of Karli's replacement before an update can be provided. This Action Item will be left as ongoing. David Caporn provided an update to the committee in relation to Karli's replacement, advising that a selection has been made and they are down to the letter of offer now. David advised he cannot share who the successful applicant is at this stage but a selection has been made, David suggested that as long as the offer is accepted that we should see a replacement for Karli by the next BFAC meeting.</p>

7.	Declarations of Members and Officers Interests
	<p>Cr Rae Cottam declared the following Declaration of Interest:</p> <p>6.1 Item 6.1 Sisters Community Care</p> <p>Councillor/Officer: Cr Rae Cottam</p> <p>Type of Interest: Homeless Advocacy Organisation</p> <p>Nature of Interest: Assisting Homeless People/Rough Sleepers in Local Community</p>
8.	Petitions/Deputations/Presentations/Submissions
	Nil
9.	Agenda Items
	<p>9.1 City of Rockingham – Mr Greg Whip</p> <p>Fire Control Inspections for the City have commenced and we brought on 2 Fire Control Officers (FCO) early to go and inspect specifically properties that are under Fire Management Plans or Bushfire Management plans. This is something the City is putting a lot more effort into than we've been able to in the past. As a result for a good two months these two FCO's were going through Fire Management Plans that pertained to pieces of land within the City. This has been a valuable exercise.</p> <p>Matt Bowen has created new procedures and a new training package for the FCO team. He managed to induct them prior to the 1 December and get them all on board with how the City does things now in relation to Fire Break Inspections. There have been some changes since last season and as of 1 December these officers have been out in the field conducting inspections.</p> <p>Since our last meeting the City has issued 174 permits to burn in comparison to 153 for the same period last year. The City has also received 139 reports of fire hazards within the City whether this be on developed land, vacant land or other issues regarding fire hazards and this is an increase on the same period as last year where the City only received 113 reports. Possibly the reason for the increase in reports is due to greater public awareness. Greg also thanked our local Fire and Rescue Service for reports of hazards from their annual patrols in preparedness for the bush fire season.</p> <p>As far as Community Engagement goes, the City's Community Engagement Officer Tarryn Coleman has attended a number of community events promoting Bushfire Preparedness and has also promoted the 5 Minute Fire Chat through the City's social media platforms.</p> <p>Smart Watch are engaged in patrols of our high bush fire risk areas for any signs of activity that should be reported and even after the fact things relevant to arson. There was information of this nature which was able to be shared recently through to DFES and WAPOL in relation to an incident in Secret Harbour.</p> <p>Bushfire Mitigation – City Managed Land</p> <p>Council support at November meeting for Telephone Lane Emergency Bush Fire Access. The City's Parks Services has received a \$147,000 Mitigation Activity Funds (MAF) grant through the Office of Bushfire Risk Management (OBRM). The \$147,000 grant will cover costs of a 4 metre wide limestone track, passing lanes and gates with rock armour installed at the sides of the gates. The City has 12 months to complete the works and is required expend the funds by approximately November 2021.</p>

Below report submitted:

- The approved works for the Mitigation Activity Fund Round 2 for 2019/2020 are now complete. An acquittal has been submitted to DFES and approved for final payment. The total approved expense for this round of funding was \$601,254 for 44 completed treatments. Nine treatments, being for prescribed burns and their respective chemical treatments were not able to be completed during 2020 and will be planned to be undertaken in 2021.
- An application for funding for Round 2 2020/21 was submitted to DFES for approval in October 2020. Approval for funding has been received and agreement signed to undertake 18 treatments for \$268,200. These treatments are as follows:
 - Significantly reduce fuel loads along Cassia Drive road verges via mechanical removal of dead vegetation and woody weeds and under-pruning large trees to provide safe access and egress for residents in bushfire conditions prior to next fire season.
 - Significantly reduce fuel loads along Lumsden Road verges via mechanical removal of dead vegetation and woody weeds and under-pruning large trees to provide safe access and egress for residents in bushfire conditions prior to next fire season.
 - Significantly reduce fuel loads along Garden Close road verges via mechanical removal of dead vegetation and woody weeds and under-pruning of large tree to provide safe access and egress for residents in bushfire conditions prior to next fire season.
 - Significantly reduce fuel loads along Mallee Drive road verges via mechanical removal of dead vegetation and woody weeds and under-pruning of large trees to provide safe access and egress for residents in bushfire conditions prior to next fire season.
 - Significantly reduce fuel loads along Amarillo x Paganoni intersection via mechanical removal of dead vegetation and woody weeds and under-pruning of large trees to provide safe access and egress for residents in bushfire conditions prior to next fire season.
 - Forestry mulch area to parkland clear to reduce fuel load in Reserve 43473 before the next fire season.
 - Install a 4m wide limestone emergency access track at 46 Turtles Bend to provide access for emergency vehicles.
 - Install HD gates to prevent unauthorised access at 46 Turtles Bend and reduce ignition sources.
 - Significantly reduce fuel loads along Fletcher Road verges via mechanical removal of dead vegetation and woody weeds and under-pruning of large trees to provide safe access and egress for residents in bushfire conditions prior to next fire season.
 - Forestry mulch 4m wide firebreak at Greeson Nature Reserve 48615
 - Install limestone access track at Minderoo Reserve to provide access for emergency vehicles and due to steep terrain also preventing of getting bogged before the next fire season.
 - Install post and metal rail fence to prevent access at Minderoo Reserve and reduce ignition sources.

	<ul style="list-style-type: none"> - Install heavy duty gates to prevent unauthorised access to Minderoo Reserve and reduce ignition sources. - Install 4m wide limestone emergency access track at Telephone Lane between Millar and Mundijong Road to provide strategic firebreak and make it trafficable all year round for emergency vehicles before next fire season. - Install two heavy duty gates and block access with limestone boulders at Millar Road and Mundijong Road end and reduce ignition sources. - Install three strand galvanised wire with sighter wire fence to prevent unauthorised access at Tramway Reserve between Stakehill Road and Diogenes Court and reduce ignition sources. - Install fencing to prevent unauthorised access along Siracusa Court and reduce ignition sources. <ul style="list-style-type: none"> • The request for quotes for slashing, installation of firebreaks, forestry mulching and rural verge mowing (Baldivis East) were awarded in September 2020. The successful contractors are currently working towards completion of all works for the 20/21 fire season. Late November rain has delayed the completion of some Bushfire mitigation works. • In house crews consisting of two reserve maintainers – bushfire mitigation and one tractor slasher are also working towards completion of all required works on City managed land. <p>Preparedness</p> <p>A Rural Urban Interface Bushfire Exercise was held in Karnup on the 15 November by DFES and the City. Useful information was found on the City's side concerning properties that the crews deemed undefendable, the City is seeking information to be able to take any possible steps on any remedies. This exercise also generated a lot of resident contact back to the City as a result of crews talking to them about correct fittings for the water sources that they can make available to crews during an incident.</p> <p>The City also attending HMAS Stirling for the Pre Bushfire Season Meeting which is held annually and been brought up to date about what they've done on the Island and what may impact us.</p> <p>For the coming season as a carry-over from the last season, the City had a meeting with the DFES Regulation and Compliance team. This meeting was to discuss the steps the DFES team will take on Total Fire Ban (TFB) days if there are compliance breaches. This meeting has given further clarification as to what the City will do and what DFES will do when it comes to investigations of breaches of a TFB within the City.</p>
	<p>9.2 Karnup Volunteer Fire and Emergency Service - Mr Ryan Bulluss</p> <p>Ryan informed the committee that there is not a great deal or of note from the Karnup Volunteer Fire and Emergency Service, the brigade is still 52 members strong. Karnup are currently fighting to get their station brought up to spec, but it is something they are going to continue working on. Karnup have also done a bit of hazard reduction burning during the season, some of their own and some alongside DFES and surrounding brigades.</p>

	<p>9.3 Department Fire and Emergency Services – Mr Terry Wegwermer</p> <p>Terry advised that DFES were inundated with hazard reduction burn requests. DFES are also working along the process of bringing brigades to the specs that we need in regards to prescriptions. This year DFES are developing a fairly strong emphasis on surround and drown with our fires going forward into the season, with the idea of having COVID-19 in and around we want people in, deal with it and get out. DFES ultimately don't want people hanging around unnecessarily, DFES have established this as part of their COVID plan and there are some operating procedures around this. DFES would like to reiterate that if you don't need to be at an incident don't be there. The La Nina affect, we have seen the benefits of that with regard to late rains and some increased fuel as a result of that. What we will actually experience through all that, is more potential for grass fires to make a good run. For any of the grass that we can manage in any of these areas leading into summer when it really kicks in.</p> <p>Terry advised that DFES have also been working with their Community Engagement people, he acknowledged that Tarryn Coleman has been waiting patiently for some advice from DFES. Terry informed the committee that he will be touching base with DFES Community Engagement personnel tomorrow to get them involved.</p> <p>Terry also mentioned that he also attended HMAS Stirling for the Pre Bushfire Season meeting and had a conversation around their opportunities for work over the last 12 months.</p> <p>Still working to provide information to the City from our meeting we had recently in regards the Rural Urban Interface exercise addresses. Still working to identify those and DFES will forward onto the City as soon as they have been identified. For the benefit of the committee, DFES are going to provide those addresses that were deemed undefendable so the City can follow up with those residents the requirements for their properties.</p> <p>The TFB information that Greg has mention, DFES will convey this out as a Regional position to all brigades and there are just some compliance requirements that will need to be addressed during a TFB, if there's a breach just to make sure there is some decent follow up.</p>
	<p>9.4 Baldavis Volunteer Fire and Emergency Service – Mr Brenton Smith</p> <p>The brigade will be conducting some familiarisation drives in the Lake Cooloongup and Lake Walyungup areas as there have been a couple of incidents in there and also the Wilkinson Road areas as well. Baldavis have also completed a number of burns on private properties, the brigade had no issues with these burns and no call backs for blacking out after the fact so that was a good effort from those on the ground. With the brigades turn out to permit burns or non-permit burns, absolutely no statistics of having to attend any unauthorised burns. The ones the brigade did attend was due to the owners not contacting DFES to advise them of the burn so just a bit of education to the property owners was provided by the brigade. The slab for the new trailer shed has been put down today and the brigade anticipates the completion of that by the end of next week. Thank you to the City and DFES for their work with that.</p> <p>Greg queried Brenton through the Chair, in relation to the familiarisation drives and Greg asked that any feedback on bushfire risk identified by the brigade to please pass along.</p>

9.5 Rockingham Volunteer Fire and Rescue Service – Mr Andrew Munro

Andrew advised the Committee that Rockingham VFES have just about brought on 8 new probationary fire fighters. Andrew also mentioned that Rockingham VFES did a familiarisation drive through Lake Cooloongup on Saturday, he mentioned the North East Corner is very dense and you cannot get a vehicle down there anymore. There are a couple of gates at Lake Cooloongup that have about 8-9 padlocks on them.

Andrew mentioned that a familiarisation drive was also done at Lake Walyungup.

Tim confirmed that some work had been completed down on the North East Corner of Lake Cooloongup. Andrew advised they still had some issues getting a light tanker down there. Tim advised the committee that there is still a little bit of work to be completed at that location.

David queried Tim on what the plan would be for the area that is inaccessible? Tim advised he would need a little bit more detail on the exact area. David requested that this area be made an Action Item.

Greg also mentioned to Andrew through the Chair that he has been dealing with the Water Authority in relation to Point Peron. The northern bitumen beach track is not for vehicle use. Tim advised this has been used for pedestrian access only for some years now and it has been closed as vehicle access as per their response plan.

Andrew also submitted the below report:

The brigade as of this report has 18 active, 10 probationary and 3 support members. The brigade has also had numerous enquiries about volunteering in the VFRS since the last meeting.

The brigade since restrictions were lifted the Brigade conducted a recruitment drive and has taken on ten probationary members.

The brigade operates a Series 4 HSR and Mk 24 Light Tanker. The brigade also operates an additional Light Tanker with Rockingham 1st during the summer fire season. 3rd light tanker has now been positioned at station.

The brigade has continued with on station training with Rockingham 1st. Training conducted with SJA in up to date procedures for spinal management and casualty packing and transfer methods. Members are also continuing with their e-academy training to formalise their individual pathways. Brigade conducted the new Bush Fire and Fire Fighting Skills Course for the new members of the brigade.

The brigade has been constant in the number of calls and incidents attended. Of note the brigade has attended several MVA's and was involved in the major structural incident in Waikiki.

Brigade has been involved in a couple of exercises including at HMAS Stirling and CBH and the regional RUI exercise held recently. Also with restrictions eased, conducted several school visits.

Brigade has been active in assisting with H/R burns at Fifty Road, Kerosene Lane and Darile Street.

	<p>9.6 Department of Biodiversity, Conservation and Attractions – Mr Tim Fisher</p> <p>Preparing the parks for fire season is just about done, all our fire breaks have been sprayed, machine works have been done and there is a little bit of work outstanding at Lake Walyungup. Slashing program is underway this week, if it hasn't started it is imminent and should be completed by the end of next week. Across the region DBCA have had a really good burning season this year all the rain fronts coming through regularly has really helped get a lot of burning done. Unfortunately, haven't done any in Rockingham but have got some done in Treasure block down south which is one of our priorities for the south. Hopefully get some burning done in Rockingham in future seasons. Now in the high season rosters, there are more crew on standby for longer hours. Staff wise since Tony Eddleston has left Regional Parks we have a new officer who has just been appointment, his name is Rowan Carville. Rowan is an experienced fire practitioner, good crew leader and he has good experience in land management. Rowan is a good addition to the DBCA team and will be a primary contact for on ground operations in the parks. Tim also mentioned that DBCA have a high lift tanker around so if the City has any incidents in Tuart trees etc. not to hesitate to call.</p> <p>Greg mentioned through the Chair that the City received the Regional Bushfire Command and Control Arrangements for 2020/2021, which mentions the resources and the arrangements between DBCA and DFES and also Local Government.</p> <p>9.7 Secret Harbour Volunteer Fire and Rescue Service - Mr Stephen Summerton</p> <p>Stephen is an apology for this meeting but has submitted the below report:</p> <p>Since the last meeting Secret Harbour Volunteer Fire and Rescue Service have been:</p> <ul style="list-style-type: none"> • Attending incidents as per business as usual. • Continuing the seven (7) new probationary fire fighters, expected completion date for training is the 19 December. It is envisaged that all seven will be made active, all seven have also completed introduction to fire fighting. • Noted and complying with operational circular regarding temporary suspension to hydrant servicing due to safety concerns • Four active members have completed Bush Fire Fighter training <p>Nothing further to report, on a personal note, thank you to all on the Bush Fire Advisory Committee and I would like to take this opportunity to wish everyone a safe and enjoyable festive season.</p>
10.	Other Business
	10.1 Nil
11.	Date and Time of Next Meeting
	The next Bush Fire Advisory Committee meeting will be held on Tuesday 2 March 2021 in the Board Room, Council Administration Building, Civic Boulevard, Rockingham. The meeting will commence at 6:30pm.
12.	Closure
	There being no further business, the Chairperson thanked those persons present for attending the Bush Fire Advisory Committee meeting, and declared the meeting closed at 7:15pm .



City of Rockingham

BULLETIN

Engineering and Parks Services

January 2021

PLEASE RETAIN FOR COUNCIL MEETING



City of Rockingham

Engineering and Parks Services Bulletin

18 January 2021



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City of Rockingham
Engineering and Parks Services Bulletin
18 January 2021



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Engineering and Parks Services Directorate Monthly Team Summary



1. Engineering and Parks Services Directorate Team Overview

The Engineering and Parks Services Directorate contributes to the aspirations set out in the Community Plan and the Council's strategic and operational objectives by:

- Delivering exemplary customer service
- Ensuring the City's civil infrastructure, green space and building assets are fit for purpose and achieve maximum life
- Identifying and using available resources wisely and productively
- Responsibly managing capital works delivery through integrated project management and robust cost control

2. Human Resource Update

The Senior Bushfire Risk Officer has been appointed and will commence in February 2021.

3. Project Status Reports

Nil

4. Information Items

4.1 Senior Bushfire Risk Officer

Author:	Mr Sam Assaad, Director Engineering and Parks Services
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No further update since January 2020 bulletin.

Asset Services Monthly Team Summary



1. Asset Services Team Overview

The Asset Services department delivers a range of services which include:

- Asset Maintenance

Reactive, preventative and scheduled maintenance to over 350 million dollars' worth (replacement value) of buildings, lighting and park structures. Development of maintenance plans that determine the level of maintenance required to meet the agreed levels of service, and include factors such as life cycle, risk, safety, standards and regulations and the most cost effective use of resources.

Maintenance of technical building systems for the City's assets. This includes the administration of keys and swipe cards, monitoring of BMS and alarm systems, fire panel systems and energy generation (solar panels) and management systems.

Cleaning of all City facilities via contract and internal cleaning staff for the City Depot, Council Administration Building and Landfill offices.

- Strategic Asset Management

Provide a comprehensive asset management service providing accurate technical and professional advice to ensure that Elected Members and Staff are in a position to make informed decisions on behalf of the community they represent. Best practice management skills and processes are provided to ensure that asset related services are delivered in an economical and sustainable manner.

It also encompasses the provision of a data management service for all infrastructure assets to ensure relevant asset information is recorded and available for officers to manage the assets in the most efficient and sustainable way.

2. Human Resource Update

Nil

3. Project Status Reports

Project	3.1 Drainage Condition Audit		
Budget:	\$50,000	Expenditure to date:	Nil
Commencement date:	July 2020	Completion	June 2021
Project Officer:	Ms Louise Walter, Coordinator Strategic Asset Management		
Author:	Ms Louise Walter, Coordinator Strategic Asset Management		
Progress Report:			

This project is a continuation of the 2019/20 project and involves the physical survey of sections of the City's storm water drainage network. This includes pits and their connecting pipes to correct their spatial location, establish condition ratings, identify defects, material types, dimensions and collect photo images. Areas with a history of flooding are being targeted to inform upcoming maintenance and renewal activities.

The City is currently seeking quotes to undertake underground remote controlled camera investigation and specification survey of a number of locations that have experienced drainage issues including:

- Palisades Boulevard and Bancoura Parkway, Secret Harbour;

- Palm Beach Area (Bell Street, Parkin Street and Esplanade), Rockingham.

The data will inform valuation, maintenance requirements, future costs and future drainage design which is critical to developing an effective stormwater management system. It is anticipated that the work will be awarded during January 2021 with surveys expected to take around 3 months to complete.

Project	3.2 Drainage Catchment Survey Audit		
Budget:	\$50,000	Expenditure date:	to Nil
Commencement date:	July 2020	Completion	June 2021
Project Officer:	Ms Louise Walter, Coordinator Strategic Asset Management		
Author:	Ms Louise Walter, Coordinator Strategic Asset Management		
Progress Report:			

The City is currently seeking quotes to undertake underground remote controlled camera investigation and specification survey of a number of catchment areas that have experienced drainage issues including:

- Safety Bay Road – Tropicana Way to Short Street Catchment;
- Rockingham Light Industrial Area (Crompton Road), Rockingham;
- Port Kennedy Industrial Area (Blackburn Drive, Helmshore Way, Bassemer Road, Dalloway Road, Paxton Way, Toynbee Way)

The investigation and survey data collected on the current capacity of the City drainage systems will inform future drainage design which is critical to developing an effective storm water management system. It is anticipated that the work will be awarded during January 2021 with surveys expected to take around 3 months to complete.

Project	3.3 Road Reserve Condition Audit		
Budget:	\$50,000	Expenditure date:	to Nil
Commencement date:	July 2020	Completion	June 2021
Project Officer:	Ms Louise Walter, Coordinator Strategic Asset Management		
Author:	Ms Louise Walter, Coordinator Strategic Asset Management		

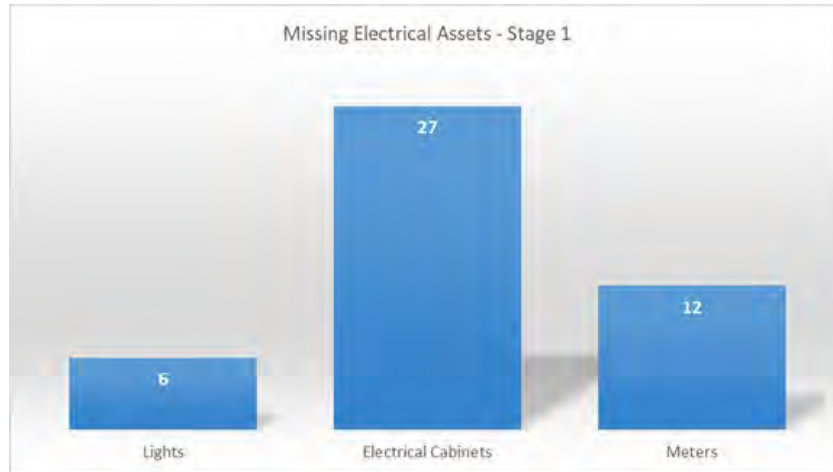
All asset condition assessments undertaken by the City are currently under review. This review will determine the frequency, objectives and funding requirements for road reserve and other asset classes. This project will remain on hold until the outcomes of the review are known.

Project	3.4 Reserve Electrical Asset Mapping		
Budget:	\$50,000	Expenditure date:	to \$27,818
	July 2020	Completion	June 2021
Project Officer:	Mr Brett Wilkins, A/Coordinator Asset Maintenance		
Author:	Mr Brett Wilkins, A/Coordinator Asset Maintenance		

This project is a continuation of the 2019/20 project and involves a physical survey of selected reserves to identify above-ground electrical assets not previously captured in the City's asset register, confirm all assets spatial location, condition ratings, identify defects, material types, dimensions and collect photo images. All data for stage 1 that has been captured has now been

reviewed and updated in the asset register. The next stage of the project will commence in early 2021 targeting the suburbs of Rockingham, Hillman, Cooloongup and Waikiki.

To date 25 reserves have been audited with six lights, 27 cabinets and 12 electrical meters added to the asset register (see below graph). As a result of further investigations from the audit data, 10 assets have been removed from the asset register and there has also been many changes made to asset attributes.



Missing Electrical Assets Identified in Survey

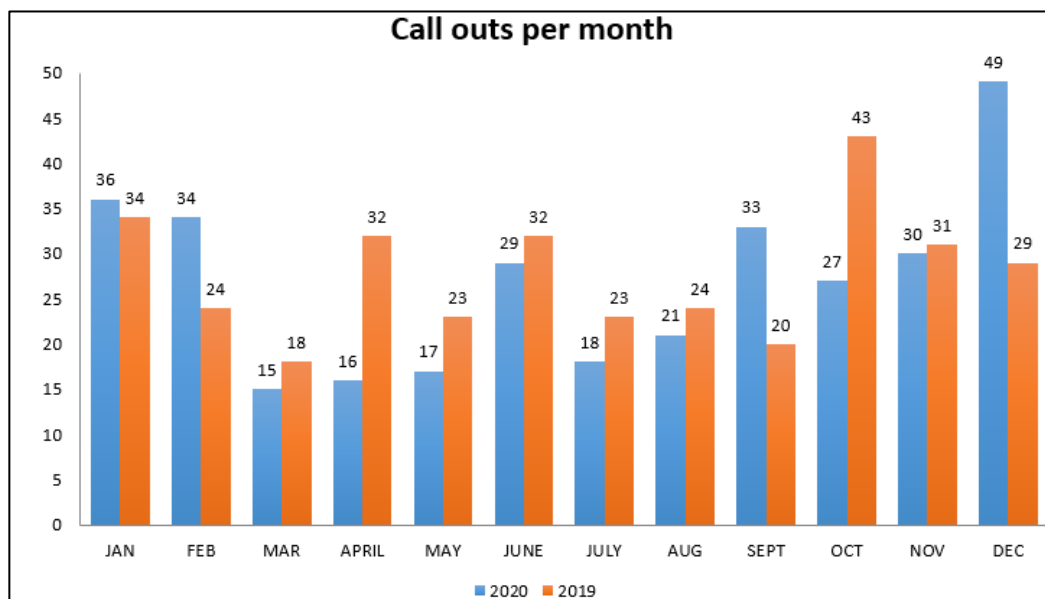
4. Information Items

4.1 Asset Maintenance Team

Author: Mr Brett Wilkins, A/Coordinator Asset Maintenance

After Hours Call Outs

The Asset Maintenance team provides an after-hours call out service to deal with urgent works on facilities and other key assets. For the month of December 2020, 49 callouts were completed. The majority were related to plumbing, security and vandalism with foreshore areas creating the greatest demand.

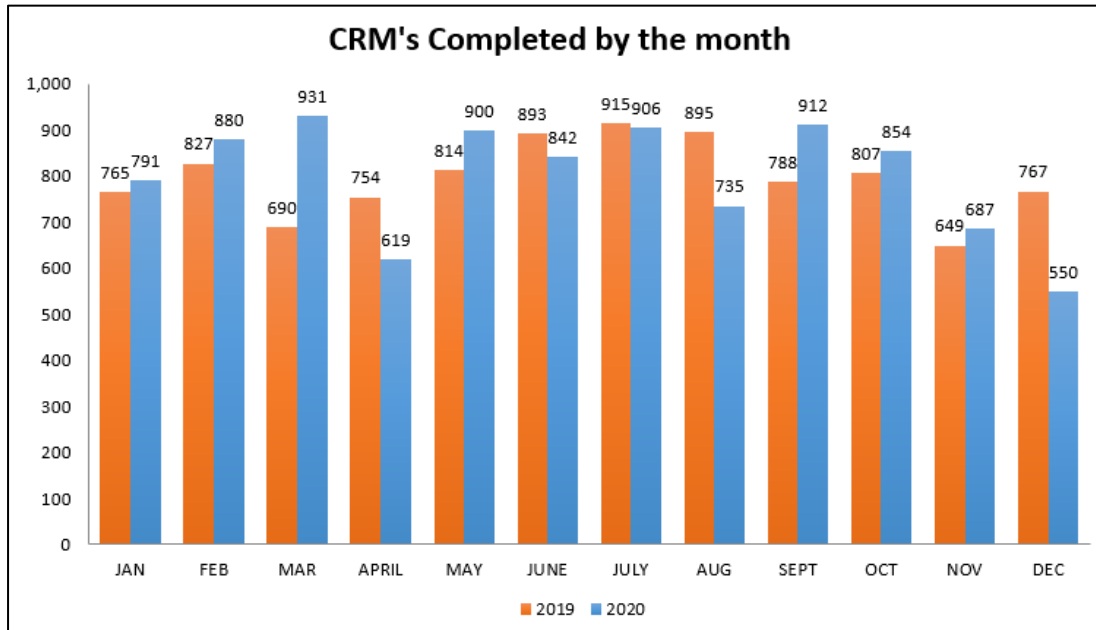


After Hours Call Outs for 2020

Asset Maintenance - Customer Request Management (CRM) Statistics

The Asset Maintenance Team and contractors completed 550 CRM's for the month of December 2020. This is compared to 767 requests completed in December 2019 and an average of 797 per

month for the 2019 period. Average CRM completion times remain within service level standards. The below graph shows the monthly statistics for 2020 where it can be seen that 9607 CRMs in total were completed for 2020 compared with 9564 in 2019. Although not shown below, there has also been a 5% increase in CRMs over the last 4 years.



Completed CRM's for 2020

Contract Management

An update on Asset Maintenance contracts is provided below:

- Security Patrols – Tender assessment is complete and approval documentation is being finalised.
- HVAC (air conditioning and ventilation systems) – Tender documents are finalised and expected to be advertised in February 2021.
- Public Area Lighting Maintenance – Tender documents are finalised and expected to be advertised in February 2021.

4.2 Asset Maintenance - Buildings

Author:	Mr Brett Wilkins, A/Coordinator Asset Maintenance
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City of Rockingham Depot

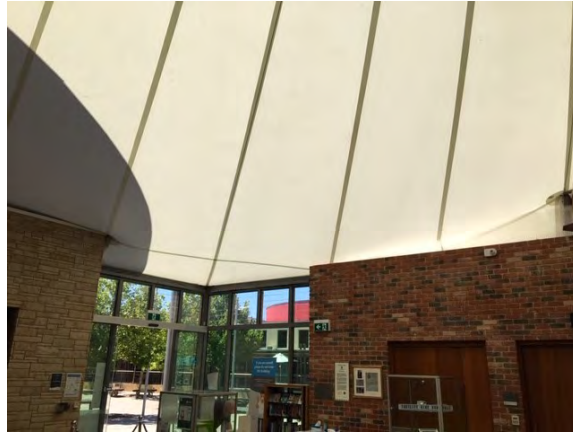
The exit boom gate at the Depot failed and was unable to be repaired due to the age of the operating mechanism. Quotes were sought and a new boom gate system was installed. Traffic management was set up to create a safe work area for the contractor.



City of Rockingham Depot

Mary Davies Library and Community Centre

The canopy roof in the foyer area was in need of cleaning due to mould build-up on the internal surface. No cleaning products other than soapy water can be used for this surface as the polyethylene canopy material is not resistant to chemicals. The works were carried-out early in the morning to avoid any interaction with staff or members of the public.



Mary Davies Library and Community Centre

Shoalwater Foreshore toilet block

Following a sewer blockage, an inspection found the sewer pump had failed and was beyond repair. A new pump was ordered, the pit was pumped-out and the new pump was fitted to the existing pipework. The new system was tested and commissioned, with the toilets out of service for less than a day.



Shoalwater Foreshore toilet block

Solar Power Generation

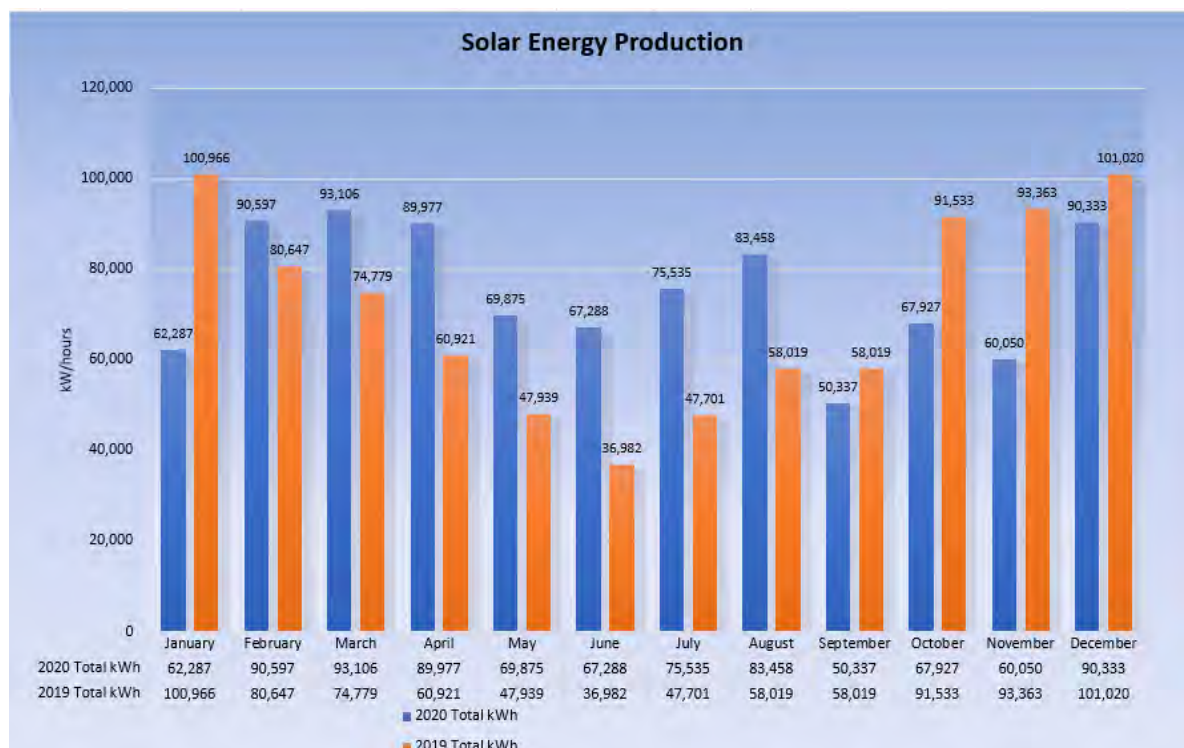
Reducing energy consumption remains a key focus for the City and to assist in this pursuit, solar photovoltaic (PV) systems are fitted to a range of facilities and reserves. There are currently 92 solar PV systems across the City. Below is a table and graph of the energy generated by seven buildings capable of being remotely monitored. A combined 90,333 kW/h of electricity was generated in December 2020 which has reduced the City's greenhouse gases by 63 metric tons. In total for 2020 the seven systems generated 900,770 kW/h of electricity which has reduced the City's greenhouse gases by 633 metric tons.

The figures for December 2020 are lower in comparison to previous months due to failed inverters at the Administration Building. Being a large PV installation with multiple inverters, the system is quite complex. A consultant has inspected the equipment and officers are now obtaining a second opinion to identify options to safely return the equipment to service. Due to the Christmas holiday closure period the inspections are scheduled for January 2021.

Pictorial equivalent reductions are also listed below highlighting the environmental benefits of these systems.

	Administration Centre - 80kW	Operations Building - 30kW	Crocker St Depot - 30kW	Aqua Jetty - 320kW	Autumn Centre - 30kW	Mary Davies Library - 30kW	Safety Bay Library - 22kW	Carbon Offset (kg)	Total kWh
January	27,909	7,173	6,949	5,780	5,858	5,499	3,119	43,788	62,287
February	29,240	5,054	4,519	40,065	4,186	5,342	2,191	63,690	90,597
March	31,572	5,327	4,031	39,880	4,458	5,459	2,379	65,454	93,106
April	33,921	4,247	2,739	39,240	3,550	4,390	1,890	63,254	89,977
May	35,734	3,382	1,772	21,410	2,789	3,297	1,491	49,122	69,875
June	38,252	2,712	1,398	18,101	2,345	3,268	1,212	47,303	67,288
July	40,487	3,422	1,860	22,080	2,842	3,330	1,514	53,101	75,535
August	41,276	4,054	2,565	26,190	3,322	4,261	1,790	58,671	83,458
September	0	4,741	3,423	31,720	3,902	4,412	2,139	35,387	50,337
October	0	6,295	5,162	42,940	5,169	5,539	2,822	47,753	67,927
November	0	4,826	4,404	39,700	3,939	5,020	2,161	42,215	60,050
December	0	7,152	6,929	60,860	5,654	6,597	3,141	63,504	90,333
Total	278,391	58,385	45,751	387,966	48,014	56,414	25,849	633,241	900,770

Total Solar Energy Production at Monitored Sites



Total Energy Production Kwh



4.3 Asset Maintenance – Reserves

Author: Mr Brett Wilkins, A/Coordinator Asset Maintenance

Baldivis Reserve

Two of the aged timber picnic tables on the Reserve were in very poor condition and needed to be replaced. Maintenance had been increased to these assets to prolong their useful life, but they were

at the point of failure. The furniture was removed and new concrete pads installed. Two new aluminium picnic settings were then installed.



Baldivis Reserve

Fantasy Park

A section of the rubber soft fall in the playground had perished and delaminated. It was then attacked further by vandals, exposing a large area. The playground was barricaded-off and the damaged section was removed. New rubber soft fall was then installed, reinstating the safe playground surface.



Fantasy Park

Settlers Hills entry statement walls

The entry statement wall at the entrance to Settlers Hills was faded and in need of maintenance. The lighting system had just been upgraded, so it was decided to repair and repaint the wall accordingly. This was completed within two days and has greatly improved the appearance.



Settlers Hills entry statement wall

Carramup Circle wall damage

A section of masonry wall at the road reserve boundary of Ennis Avenue and Carramup Circle, Port Kennedy failed due to unknown causes. The site was made safe and a structural engineer was engaged to inspect the remaining wall and provide recommendations for repairs. Works have begun to remove the original footings and prepare the ground for new foundations. The project is expected to be completed by February 2021.



Carramup Circle wall

Lighting Inspections

Night time inspections are carried out by City contractors to all 3,599 light poles. The results from the December 2020 inspections confirmed that approximately 94% of the network is operational. Many of the non-operational lights include those where lighting renewal works are already scheduled for replacement. Monthly Work requests are lodged for luminaries not operating correctly at the time of inspection.

Vandalism

Asset vandalism is an ongoing and escalating issue for the City. Vandalism repairs take priority over other planned works as these issues invariably attract additional vandalism. At the City's Reserves, various acts of vandalism were carried-out at Karnup Townsite, Rockingham Beach Plaza, Horse Beach, Nolin Way Reserve, Anstey Park, Colonial Reserve, Veterans Skate Park, Kootingal Reserve, Thundellara Reserve, Free Beach and St Ives Cove. These instances included damaged signage, bollards, plumbing pipework, fencing, entry statement lettering, shade structures, bench seats, rubber soft fall, play equipment and chain gates.



Nolin Way Reserve damaged fencing

At the City's public toilet facilities, damage was caused at Secret Harbour Oval toilets, Veterans Park toilet block, Bell Park Exeloo and Shoalwater Foreshore toilet block. These instances included damage to walls, sharps containers and extensive damage and graffiti.

The vandalism at Veterans Park resulted in 2 unplanned toilet closures in December 2020. The toilets have since been re-opened but are sustaining regular graffiti attacks. Smartwatch and WAPOL have increased patrols in the area to assist with surveillance along with use of CCTV.



Veterans Park toilet block

At the City's buildings, damage was caused at Warnbro Recreation Centre, Port Kennedy Community Centre and multiple instances at Millar Road Landfill. These instances included damage to walls, glazing and break-in damage.



Millers Road Landfill

Works planned for January 2021 include:

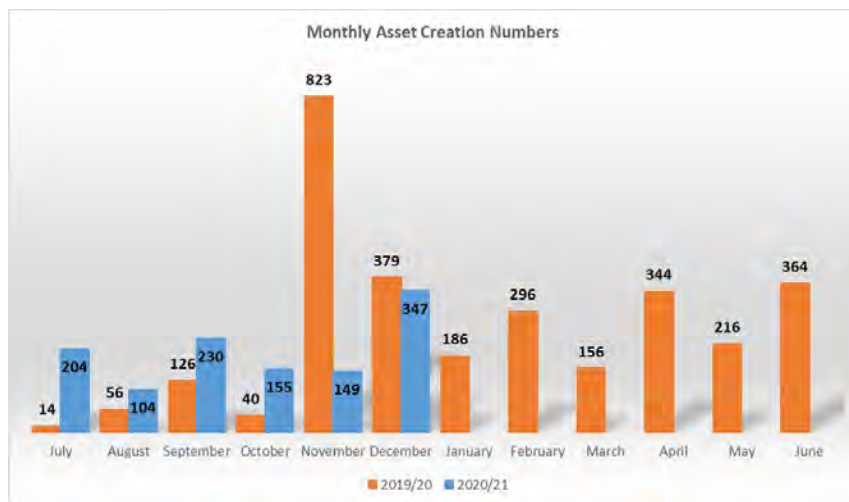
- Installation of new picnic setting at Townsend Reserve
- Repairs to the 'Entry Net' public artwork at Gary Holland Community Centre
- Installation of a new drinking fountain at Hillman Reserve
- Servicing of the UV sanitation system at Millar Road Landfill
- Signs to be installed at the below bus shelters confirming they will be removed around March 2021 as part of the City's bus shelter management approach. The bus shelters have deteriorated and passenger boardings are well below Public Transport Authority and City thresholds. The bus shelter program continually reviews boarding data, shelter location and condition to ensure appropriate shelters are provided where most needed:
 - Penguin Road Stop 21266
 - McLarty Road Stop 21268
 - Gloucester Crescent Stop 21259
 - Malibu Road Stop 21354
 - Tranby Road Stop 21398
 - Safety Bay Stop 17345

4.4 Strategic Asset Management

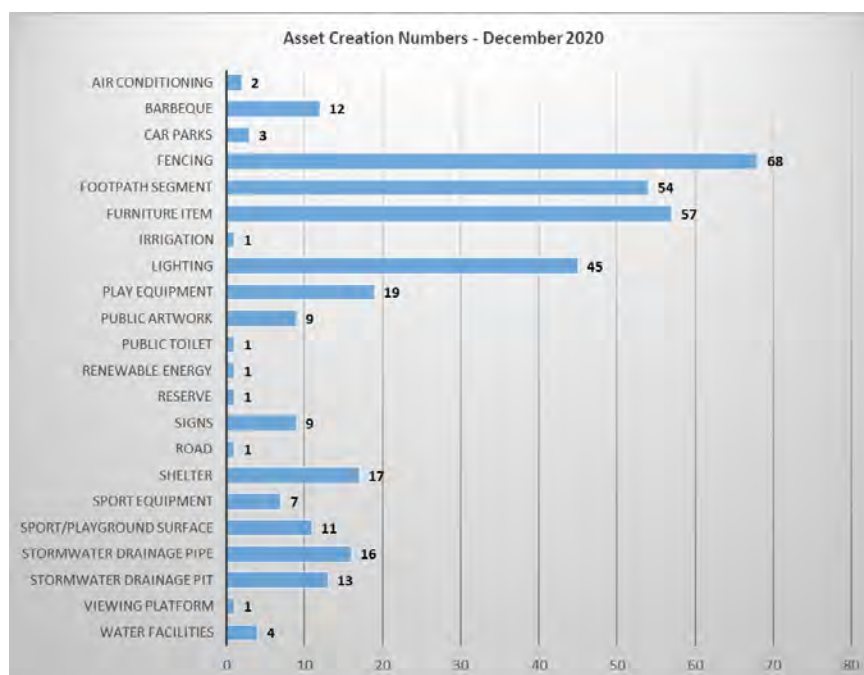
Author: Ms Louise Walter, Coordinator Strategic Asset Management

Asset Creation Statistics

There are many new assets installed each month as part of either City funded projects or subdivision developments. These assets are continuously being added to the corporate asset register following the completion of each project. A small number of older assets missing from the asset register are also added when they are located. During December 2020, 347 assets were created in the register, a number of which were assets at the new Shipwreck Cove Reserve.



Overall Asset Creation Statistics

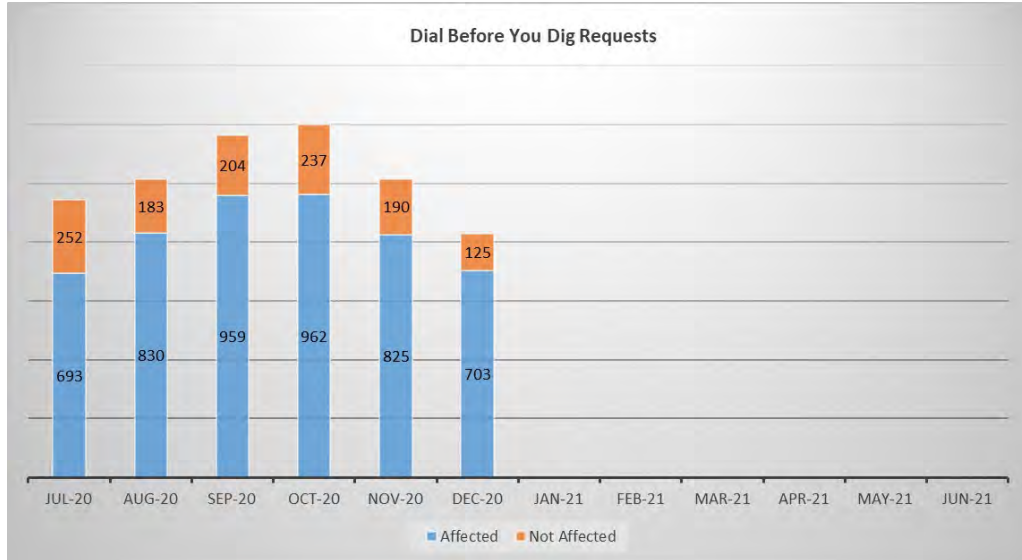


Asset Creation Statistics by Asset Class

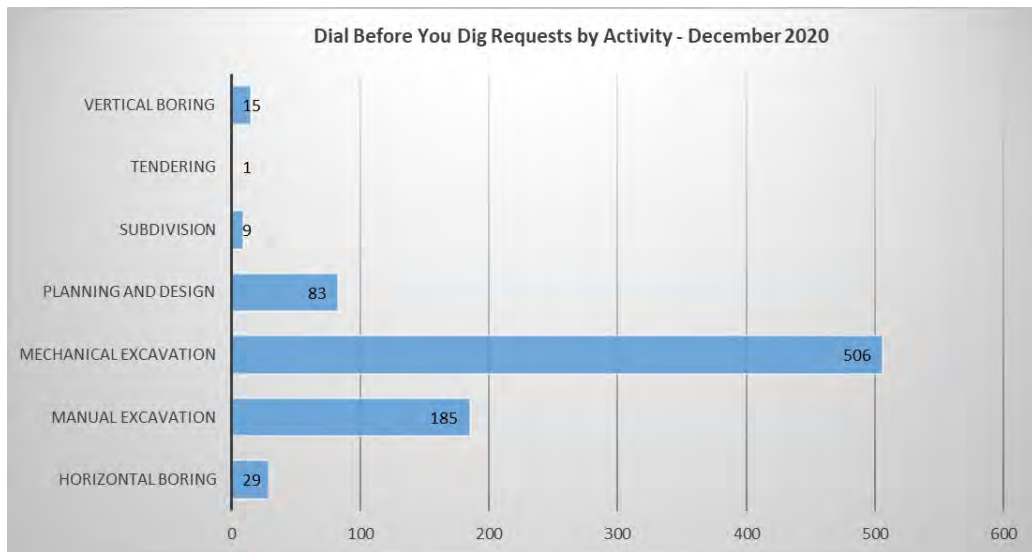
Dial Before You Dig

The City is a registered member of Dial Before You Dig, meaning the City receives information on proposed works that will be undertaken around our registered assets. Any third party intending to work around infrastructure assets can make a free enquiry to Dial Before You Dig to identify any City owned underground assets that exist within their work site. This service helps protect the City's underground assets such as the stormwater drainage network and fibre optic cables from damage. It also enables the City to identify the responsible party for any damage that may arise from such works.

The Dial Before You Dig requests are processed through an automated service provided to the City by a contractor. Requests that result in assets being identified within the proposed work site are known as 'Affected' and those where no assets exist are 'Not Affected'. The figure below illustrates that during December 2020, 828 requests were made for works within the City and 703 of those requests were sites where City assets existed within the proposed work site, helping protect these assets from damage. The activities associated with the requests made to the City are also illustrated.



Dial Before You Dig Request Numbers



Dial Before You Dig Request Numbers by Activity

Infrastructure Project Delivery Monthly Team Summary



1. Infrastructure Project Delivery Team Overview

This team delivers the City's infrastructure projects including Master Plan projects, new buildings, refurbishments and fitouts, park furniture and infrastructure and Civil infrastructure. Major projects include the Baldivis District Sporting Complex, Rockingham Youth Centre Refurbishment and Koorana Reserve Master Plan.

The team is involved in all elements of infrastructure projects from inception, planning, construction, commissioning and completion, ensuring project delivery standards are maintained and are executed in accordance to the City's Project Management Framework.

2. Human Resource Update

Nil

3. Project Status Reports

Nil

4. Information Items

Note: All information (including timeframes) are correct as at 24 December 2020.

4.1 Baldivis Road (North of Nyilla Approach), Baldivis – Guarded School Crossing

Author:	Mr Darren Dropulich, Construction Engineer
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The project consists of the installation of a guarded school crossing on Baldivis Road (north of Nyilla Approach).

All civil works are complete.

Outstanding works include the installation of linemarking, signage and bollards by Main Roads WA.

The anticipated completion date for the project is late January 2021.



Pram Ramp (East Side)



Pram Ramp (West Side)

4.2 Barbecue Replacement – Bell Park

Author:	Mrs Claire O'Neill, Project Officer
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Installation of three new double barbecues in Bell Park, to replace six aged single barbecues, has been completed. One of the double barbecues has been made wheelchair accessible with connection to the existing path network.



Bell Park Barbeque



Barbeque with accessible pathway

4.3 Ennis Avenue (Patterson Road to Dixon Road), Rockingham – Construct Red Asphalt Shared Path

Author: Mr Darren Dropulich, Construction Engineer

The project consists of the construction of a 3m wide red asphalt shared path on the western side of Ennis Avenue (between Patterson Road and Dixon Road).

All civil works are complete for the section between Patterson Road and Carlston Road. Outstanding works include the installation of linemarking by the City's contractor.

The section between Carlston Road and Dixon Road is scheduled to commence in March 2021.



South from Patterson Road



North from Carlston Road

4.4 Georgetown Reserve-Floodlighting upgrade

Author: Mr Scott Bennett, Project Officer

The project consists of the relocation of existing light poles, the installation of three new light poles and complete upgrade to the lighting and associated infrastructure. This will provide one pitch with competitive and training lighting levels and another pitch with training lighting levels. Works to commence February 2021.

4.5 Installation of LED lighting at Mike Barnett Sports Complex

Author: Mr Scott Bennett, Project Officer

Project is underway and is anticipated for completion at the end of January 2021.

4.6 Installation of LED video wall at Mike Barnett Sports Complex

Author: Mr Scott Bennett, Project Officer

Installation anticipated for March 2021.

4.7 Lark Hill Sporting Complex Hockey Field Light Pole & Luminaire Replacement, Port Kennedy

Author: Mr Rhuan Beukes, Project Officer

Contract has been awarded to Hender Lee Electrical. Defective cabling is being upgraded.



Defective cabling being upgraded

4.8 Lark Hill Sporting Complex Hockey Turf Replacement, Port Kennedy

Author: Mr Rhuan Beukes, Project Officer

The contract has been awarded. Works are scheduled to start January 2021.



Lark Hill Sporting Complex Hockey Field

4.9 Mandurah Road (Kerosene Lane to Fifty Road), Baldivis – Construct 1.5m Wide Asphalt Shoulders

Author: Mr Darren Dropulich, Construction Engineer

This project is complete.



South from Kerosene Lane



North from Fifty Road

4.10 McLarty Hall and Bridge Club (Shoalwater) – Building refurbishment

Author:	Mrs Claire O'Neill, Project Officer
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RCH Contracts are scheduled to start building refurbishment works in January 2021. Works include painting, minor repairs, and accessibility compliance items such as stair nosings and signage.

McLarty Hall will be closed for the duration of works, and the Bridge Club will be closed for one week of the project schedule.

4.11 Palomino Reserve, Baldvis – Replace light poles and luminaires

Author:	Mrs Claire O'Neill, Project Officer
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Due to the tree canopy interfering with the effectiveness of existing solar lighting, existing lights will be removed and replaced with electric lighting.

The quote has been awarded to Hender Lee Electrical Contractors following review of the project scope to accommodate the available budget. Preparation of shop drawings and procurement of poles and luminaires will proceed in January 2021.

4.12 Parkin Street / Bay View Street, Rockingham – Install Roundabout

Author:	Mr Darren Dropulich, Construction Engineer
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This project consists of the construction of a new roundabout at the Parkin Street / Bay View Street intersection.

All civil works are complete.

Outstanding works include the installation of linemarking and signage by Main Roads WA and upgrading of street lighting by Western Power.

The anticipated completion date for the project is mid-to-late January.

4.13 Photovoltaic (PV) Arrays (Solar Panels)

Author:	Mr Scott Bennett, Project Officer
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All systems are now installed and commissioned at the following sites:

- Compliance Headquarters
- Mike Barnett Sporting Complex
- Rockingham Bowling Club

4.14 Playground Replacements 2020-2021

Author:	Mr Craig Beard, Project Technical Officer
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Assessments of the submissions have been finalised and are awaiting contracts to be drawn.

Location	Suburb	Function	Status	Estimated Installation
Barri Barri Reserve	Baldivis	Replacement	Assessment Finalised	March 2021
Bayeux Reserve	Port Kennedy	Replacement	Assessment Finalised	March 2021
Fred Gardiner Reserve	Safety Bay	Replacement	Assessment Finalised	March 2021
Galway Gardens	Warnbro	Replacement	Assessment Finalised	March 2021
Governor Road Reserve	Rockingham	Replacement	Assessment Finalised	March 2021
June Road Reserve	Safety Bay	Replacement	Assessment Finalised	March 2021
Phoebe Hymus Reserve	Rockingham Beach	Replacement	Assessment Finalised	March 2021
Rhonda Scarrott Reserve	Golden Bay	Replacement	Assessment Finalised	March 2021
Safety Bay Foreshore (Watts - June);	Safety Bay	Replacement	Assessment Finalised	March 2021
Three Bears Loop Reserve	Secret Harbour	Replacement	Assessment Finalised	March 2021

4.15 Read Street / Rae Road, Rockingham – Extend Right Turn Pockets

Author: Mr Darren Dropulich, Construction Engineer

The project consists of the extension of the existing right turn pockets and installation of new overhead mast-arms on Read Street at the Read Street / Rae Road intersection.

All civil works are complete.

Main Roads WA has installed the lane linemarking, however the installation of the turning arrows and signage is yet to be completed.

The anticipated completion date for the project is by mid-January 2021.



South to Rae Road



North to Rae Road

4.16 Refurbishment/Replacement of public toilets – various locations

Author: Mrs Luiza Gawel, Project Officer

No update from the December 2020 Bulletin.

Replacement with Modular Toilet Sites

Golden Bay Foreshore Toilets	Golden Bay Foreshore, Marillana Drive, Golden Bay
Governor Road Toilets	Governor Road Reserve, Rockingham Beach Road, Rockingham
Waikiki Foreshore Toilets	Safety Bay Road (near Malibu Road), Waikiki
Point Peron Boat Ramp Toilets	Point Person Road, Peron
Singleton Foreshore Toilets	Foreshore Drive (near Singleton Beach Road), Singleton

Refurbishment Sites

Bridport Toilet	Bridport Reserve, Port Kennedy Drive, Port Kennedy
City Park Toilet	City Park, Westralia Gardens, Rockingham
Don Cuthbertson Toilet	Don Cuthbertson Reserve, Elanora Drive, Cooloongup
Fantasy Park Toilets	Fantasy Park, Rand Avenue, Waikiki
Harmony Park Toilets	Harmony Park, Navigator Drive, Singleton
Tuart Park Toilets	Tuart Park, Bluestone Parkway, Secret Harbour
Warnbro Beach Toilets	Warnbro Beach Road (near Francis Street), Warnbro
Watts Road Girl Guide Hall Toilets	Watts Road, Shoalwater
Albenga Toilets	Albenga Place, Secret Harbour
Churchill Park Toilets	Railway Terrace, Rockingham

4.17 Rockingham Council Administration (Square Entry) Building – Disability Compliance Upgrades and Refurbishments to Stair Wells

Author: Mr Rhuan Beukes, Project Officer

No update from the December 2020 Bulletin. Alternative evacuation plans being formulated.

4.18 Rockingham Council Administration Building – Disability Compliance Upgrades and Refurbishments to Toilets

Author: Mr Rhuan Beukes, Project Officer

Final construction drawing package has been received to be tendered in February 2021.

4.19 Rockingham Council Depot, Rockingham – Minor Refurbishment Works & Shed Replacements

Author:	Mr Rhuan Beukes, Project Officer
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Painting has commenced to the exterior of the Depot Admin building. Shed construction is scheduled for late January 2021 to accommodate Depot operational requirements.

4.20 Rockingham Gem Club, Rockingham – Refurbishment Works

Author:	Mr Rhuan Beukes, Project Officer
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Project feasibility is ongoing.

4.21 Safety Bay Bowling Club – Switchboard upgrade

Author:	Mrs Claire O'Neill, Project Officer
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Overhead power supply has been disconnected and removed, and new underground consumer mains supply installed. Switchboard replacement is completed, and works to address integration of the new electrical supply with prior electrical wiring in the building are ongoing.

4.22 Safety Bay Road, Safety Bay – Pedestrian Islands

Author:	Mr Darren Dropulich, Construction Engineer
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This project consists of the construction of new pedestrian islands at the Safety Bay Road / Viking Road intersection.

All civil works are complete.

Outstanding works include the installation of linemarking and signage by Main Roads WA.

The anticipated completion date for the project is late January 2021.



Western Verge Road Widening



Eastern Verge Road Widening

4.23 Seahaven Reserve- Enclosed Off-Leash Dog Exercise Area

Author:	Mr Craig Beard, Project Technical Officer
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Project is complete.



King of the Hill- Bespoke play item



Shade Shelter

4.24 Secret Harbour – Street lighting upgrade

Author:	Mr Scott Bennett, Project Officer
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Construction to commence February 2021. Stage 1 will include Secret Harbour Boulevard, Anstey Road and the residential area accessed through St Kitts Boulevard and Santa Cruz Parkway.



Stage 1 Secret Harbour Boulevard

4.25 Singleton Volunteer Fire Brigade – meeting room extension

Author:	Mrs Claire O'Neill, Project Officer
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Further confirmation of compliance requirements is in progress, by request of the Department of Fire and Emergency Services.

4.26 Supply and Installation of Five Aluminium Shade Shelters- Lagoon Reserve, Secret Harbour

Author:	Mr Craig Beard, Project Technical Officer
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Earthworks are scheduled to be undertaken January 2021, followed by shelter and concrete installation.



Aluminium Shade Shelters Locations - Lagoon Reserve, Secret Harbour

4.27 Supply and Installation of New Shade Sails in various Reserves

Author: Mr Craig Beard, Project Technical Officer

All shade sail projects are complete.

Location	Suburb	Status
Santa Monica Reserve	Waikiki	Complete
Surf Drive Reserve	Secret Harbour	Complete
Chelmsford Reserve	Port Kennedy	Complete
Torbay Mews Reserve	Warnbro	Complete
Harmony Park	Singleton	Complete



Santa Monica Reserve Shade Sails



Torbay Reserve Shade Sails



Chelmsford Reserve Shade Sails

4.28 Third Avenue, Shoalwater – Drainage Upgrade

Author:	Mr Darren Dropulich, Construction Engineer
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This project consists of the installation of additional drainage pits on Third Avenue (between Boundary Road and Liverpool Road).

Construction works commenced on 15 December 2020.

The anticipated completion date for the project is late January 2021.



Outside No.17



Outside No.25

Parks Services Monthly Team Summary



1. Parks Services Team Overview

The Parks Services Team delivers a range of services which include:

- Turf Management – Care and maintenance of turf on sports fields, minor reserves, street verges and foreshore areas. Works include mowing, fertilising, turf renovations and weed control.
- Horticultural Management – Maintenance and refurbishment of landscaped garden areas.
- Irrigation Maintenance – Servicing and upkeep of irrigation systems. Management of groundwater abstraction licences issued by the Department of Water.
- Tree Management - Clearance pruning from Western Power assets, planting of street trees and pruning and care of all trees within the City's public open space areas.
- Foreshore Management – beach sweeping, dune stabilisation, beach fencing, flora and fauna preservation and control.
- Environmental Management - maintain conservation category parklands, wetlands and foreshore areas. Undertake weed control, replanting of degraded areas, feral animal control and fire prevention strategies.
- Sporting Infrastructure Maintenance – ensure sports goals and sport equipment such as cricket nets are well maintained and safe for public use.
- Groundwater Management and irrigation asset control.
- Contract Management – manage contractors where estate maintenance has been outsourced to landscape contractors; manage numerous contractors who provide specialist services in the maintenance of the City's public open space facilities.
- Projects Management – manage the capital works programs for parks development and renewal projects.

2. Human Resource Update

Nil

3. Project Status Reports

Nil

4. Information Items

4.1 Delegated Public Open Space Handovers

Author:	Mr Steve Timbrell, Coordinator Projects and Contracts
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Nil

4.2 Bushfire Mitigation – Rural Verge Mowing East Baldivis

Author:	Steffen Saath – Bushfire Mitigation Supervisor
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City contractors have recently completed scheduled mowing of rural verges to 34 kilometres of road in East Baldivis. This work is to assist mitigation of the bushfire risk for the area.



Verge Maintenance - East Baldivis

4.3 Bush Fire – Lake Richmond Reserve

Author:

Craig Beard – A/ Coordinator Projects and Contracts

A deliberately lit fire on the morning of 4 January 2021 has damaged a significant area of Lake Richmond bushland. Approximately 3.4 hectares of vegetation has been burnt to the Lake Street end of the reserve. When safe, officers will carry out a full assessment and start planning remediation works.



Lake Richmond Reserve – indicative bushfire area

4.4 Footpath, Kerb Line and Hardstand Herbicide Programme

Author:

Mr Paul Smith, Turf Supervisor – Parks Services

The City's weed treatment program to footpaths, kerb lines and hardstand program is carried out on average four times per annum. The program targets weeds to approximately 520,000 m² of footpaths; 320,000 lineal metres of kerb lines and 88,000 m² of hardstand areas across the City. The timing of works are both weather and seasonal dependent with timing critical to achieving good outcomes and efficient use of product and resources. The table below sets out the scheduled program for January 2021 works and what has been completed to date.

Legend		Baldvis	Hillman / Cooloongup	Rockingham	Safety Bay	Shoalwater Waikiki	Golden Bay Singleton	Karnup	Port Kennedy Secret Harbour
	Completed Dec-20								
	Scheduled Jan-21								
	Scheduled Feb-21								
Footpaths									
Kerb lines									
Hardstand/Medians									

4.5 La Palma Lake – Lake Maintenance

Author:

Aaron Osinski – Contract Management Supervisor

The water quality in the lake at La Palma Reserve in Secret Harbour recently deteriorated with significant growth of an aquatic weed 'Spirogyra' which has necessitated the lake be drained and cleaned. More than 200 cubic metres of sludge and debris were removed from the lake bed. These works will improve the lake water quality and assist future maintenance.



La Palma Lake, Secret Harbour, before and after cleaning

4.6 Infield Irrigation Renewal Program

Author:

Jason Mead – A/Irrigation Supervisor

The Infield Irrigation Renewal Program commences in January 2021 with 14 reserves, as listed below, to have current aged systems replaced. Works are to commence at St Raphael Reserve. The program is planned to be completed before the end of May 2021. The new systems will significantly improve performance and efficiency as well as reduce the maintenance levels currently required to keep systems operational:

- St Raphael Reserve
- Anniversary Park
- Dress Circle Reserve
- Centenary Park
- Charles Bailey Gardens
- Eva Lynch Reserve

- Hawker Street Reserve
- Nolin Way Reserve
- Seabrooke/Hennessey Reserve
- Turner Street Reserve
- Benjamin Way Reserve
- Secret Harbour Oval
- Haselmere Reserve
- Warramunga Reserve

4.7 Construction and Upgrade Beach Access Path – 80 Warnbro Beach Road

Author:

Julie Ophel – A/Environmental Supervisor

The construction and upgrade of the limestone beach access path opposite 80 Warnbro Beach Road commenced 5 January 2021 and is scheduled to be completed by 15 January 2021. The path will be closed to the public while works are undertaken. These works will provide a firm level surface for pedestrians, and reduce future maintenance.



Warnbro Foreshore - Beach Access Path

Engineering Services Monthly Team Summary



1. Engineering Services Team Overview

The Engineering Services primary objective is to make the City a safe, clean and enjoyable place to live and visit.

Safety in the way we manage and maintain roads, pathways, cycleways, stormwater drainage and coastal infrastructure. Also in the way we manage our own internal fleet with policies surrounding such items as emissions outputs and ANCAP ratings

Clean and enjoyable in the way we present the public areas with our litter, street sweeping and graffiti crews continuously coming up with different and proactive ways to increase our levels of service to the community.

The range of services delivered is listed below:

- Civil Works - Planning, Design and Construction

Transport Network Planning includes local area traffic management schemes, community consultation of all traffic related matters, mobility and access planning, integrated transport planning, public transport infrastructure, school traffic issues, guarded crosswalks, heavy haulage applications, worksite/event traffic management approvals for third parties, traffic data management and approval of directional signs

Design/Survey works includes stormwater drainage (taking into account climate change and better urban water management issues), engineering survey, all civil design/drafting community/stakeholder liaison, approvals (environmental, clearing permits, Main Roads WA etc.) and service authority liaison.

Civil Construction includes construction of various projects from the Capital Expenditure Projects, worksite traffic management, construction and contract management of external contractors.

- Maintenance and Operations

Civil Infrastructure Maintenance includes all maintenance of roads, stormwater drainage, footpaths and paving.

Clean Team includes litter busters, litter removal, illegal dumping, road sweepers, graffiti removal and high pressure cleaning.

Depot Operations includes the general management of the works depot as well as the stores and security.

- Coastal Engineering and Fleet

Fleet Management includes the purchase/replacement/repair/maintenance of the fleet and manage the city's workshop. Currently the fleet consists of 163 heavy plant items, 142 light fleet vehicles, 145 trailers and attachment and 26 FESA light vehicles.

Coastal Management includes boat ramps, jetties, navigational channels, swimming pontoons, sand excavation (Point Peron sand trap) and beach renourishment.

Infrastructure management include verge development/obstructions, driveway crossovers, footpath and kerb inspections, dial before you dig responses and liaison with third parties during their works (e.g. Water Corporation, Telstra, NBN, Western Power, Alinta/Atco Gas etc.)

2. Human Resource Update

Nil

3. Project Status Reports

Project	3.1 Coastal Facilities Strategy		
Budget:	\$50,000	Expenditure to date:	\$5,410
Commencement date:	August 2020	Estimated finish date:	July 2021
Project Officer:	Mr Manoj Barua, Manager Engineering Services		
Author:	Mr Manoj Barua, Manager Engineering Services		
Progress Report:			

The City has been investing in coastal management planning over a range of timeframes, from medium term (20-50 year) master plans for specific sections of coast, to long term considerations (over a 100 year timeline) in the Coastal Hazards Risk Management Adaption Plan. To help guide the City's provision of coastal infrastructure and outline coastal management activities in the shorter term (over the next four years) the City is currently developing a Coastal Facilities Strategy.

The City has completed undertaking community consultation to inform the draft strategy. 426 responses have been received. Based on the community feedback a draft strategy is being prepared and likely to be presented in the March/April 2021 Council meeting for endorsement for community consultation. Once the draft strategy is developed another round of community consultation will be undertaken prior to finalising the strategy. The second round of consultation is likely to occur in May 2021. The draft strategy will be advertised through the City's website and social media.

4. Information Items

4.1 Delegated Authority for Temporary Thoroughfare Closure

Author:	Mr Ryan Gibson, Coordinator Planning and Design
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Nil

4.2 Delegated Authority for approval of Directional Signage

Author:	Mr Manoj Barua, Manager Engineering Services
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Nil

4.3 Delegated Authority for approval of Heavy Haulage

Author:	Mr Manoj Barua, Manager Engineering Services
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Nil

4.4 Authorised Traffic Management Plans for Works on City Controlled Roads

Author: Mr Ryan Gibson, Coordinator Planning and Design

Description of Work	Location	Time Period	Proponent	Traffic Company	Approval Date
ROAD CLOSURE Pool Installation Works	16 Bayside Boulevard, Port Kennedy	20/11/2020 8.3 am – 12.30pm	Kwik Logistics	Kwik Logistics	19/11/2020
ROAD CLOSURE Resurfacing Works	Grange Dr, Cooloongup	18/11/2020- 1/12/2020 7am – 7pm	CoR	ATM	19/11/2020
STOP SLOW Utility Works	Sixty Eight Road, Baldivis	23/11/2020 – 26/11/2020 7am - 5pm	Powerlines Plus	LGC Traffic	20/11/2020
STOP SLOW Utility Works	Mandurah Road, Warnbro	25/11/2020 8am - 4pm	Western Power	Contraflow	20/11/2020
ROAD CLOSURE Pool Installation Works	8 Poolgarla Avenue, Baldivis	26/11/2020 9am - 1pm	Kwik Logistics	Kwik Logistics	20/11/2020
LANE CLOSURE Utility Works	Warnbro Sound Ave, Port Kennedy	22/11/2020 9am – 3pm	Western Power	Contraflow	21/11/2020
ROAD CLOSURE Pool Installation Works	16 Bayside Boulevard, Port Kennedy	27/11/2020 8.30am – 12.30pm	Kwik Logistics	Kwik Logistics	23/11/2020
WORKS OFFROAD Utility Works	Mandurah Road, Baldivis	30/11/2020 7am - 3pm	Cabling WA	LGC Traffic	24/11/2020
WORKS OFFROAD Precast Panel Lift	Council Ave, Rockingham	26/11/2020 8am - 12pm	Bella Build & Design	LGC Traffic	25/11/2020
STOP SLOW Utility Works	Mandurah Road, Baldivis	06/12/2020 7am - 3pm	Western Power	Contraflow	25/11/2020
ROAD CLOSURE Pool Installation Works	53 Cerulean Rd, Karnup	03/12/2020 11am - 3pm	Kwik Logistics	Kwik Logistics	26/11/2020

Description of Work	Location	Time Period	Proponent	Traffic Company	Approval Date
WORKS OFFROAD Precast Panel Lift	Council Ave, Rockingham	27/11/2020 9am - 3pm	Bella Build & Design	LGC Traffic	27/11/2020
WORKS OFFROAD Surveying Works	Dixon Road, Rockingham	30/11/2020 7am - 5pm	Cable Located & Consulting	Peak Traffic	27/11/2020
Lane Closure Utility Works	Nairn Drive, Baldivis	29/11/2020 7am - 3pm	Western Power	Contraflow	27/11/2020
WORKS OFFROAD Precast Panel Lift	Council Ave, Rockingham	2/12/2020 9am - 3pm	Bella Build & Design	LGC Traffic	30/11/2020
LANE CLOSURE Transmission Pole Replacement	Dixon Rd, Hillman	1/12/2020 7pm - 5am	Western Power	WARP	30/11/2020
WORKS OFFROAD Drainage Works	Forrest Road, Safety Bay	04/01/2021 – 30/04/2021 7am - 5pm	Water Corp	Prime Traffic	1/12/2020
ROAD CLOSURE Drainage Works	Forrest Road, Safety Bay	08/02/2021 7am - 5pm	Water Corp	Prime Traffic	1/12/2020
STOP SLOW Utility Works	Mundijong Road, Baldivis	10/12/2020 7am - 2pm	Western Power	Cabling WA	2/12/2020
STOP SLOW Utility Works	Sixty Eight, Baldivis	07/12/2020 – 08/12/2020 7am - 5pm	Buckby Contracting	Buckby Contracting	3/12/2020
ROAD CLOSURE Pool Installation Works	53 Cerulean Rd, Karnup	10/12/2020 11 am - 3 pm	Kwik Logistics	Kwik Logistics	8/12/2020
STOP SLOW Resurfacing Works	Elvina Vista, Golden Bay	10/12/2020 7am - 5pm	Wormall	Peak Traffic	8/12/2020
ROAD CLOSURE Pool Installation Works	4 Scotford Way, Baldivis	10/12/2020 8.30am – 12.30pm	Kwik Logistics	Kwik Logistics	8/12/2020
ROAD CLOSURE Pool Installation Works	87 Harrison Street, Rockingham	11/12/2020 8.30am – 12.30pm	Kwik Logistics	Kwik Logistics	9/12/2020

Description of Work	Location	Time Period	Proponent	Traffic Company	Approval Date
ROAD CLOSURE Pool Installation Works	3 Jane Turn, Baldivis	14/12/2020 7am - 11am	Kwik Logistics	Kwik Logistics	9/12/2020
WORKS OFFROAD Precast Panel Lift	Council Ave, Rockingham	09/12/2020 9am - 3pm	Bella Build & Design	LGC Traffic	9/12/2020
WORKS OFFROAD Precast Panel Lift	Council Ave, Rockingham	10/12/2020 9 am - 3 pm	Bella Build & Design	LGC Traffic	9/12/2020
STOP SLOW Pillar Repair Works	Settlers Ave, Baldivis	15/12/2020 6 am - 18 pm	Q Construction Building & Maintenance Service	QTM	14/12/2020
ROAD CLOSURE Pool Installation Works	25 Manly Crescent, Warnbro	17/12/2020 12.30 pm - 4.30 pm	Kwik Logistics	Kwik Logistics	14/12/2020
STOP SLOW Service Locating	Warnbro Sound Ave, Trevino Drive	14/12/2020 – 18/12/2020 7am - 4pm	Pulse Locating	Pulse Locating	14/12/2020
WORKS OFFROAD Surveying Works	Various Locations	14/12/2020 – 22/12/2020 7am - 5pm	BCE Surveying	Overwatch Traffic	14/12/2020
STOP SLOW Utility Works	Kerosene Lane, Baldivis	22/12/2020 8am - 4pm	Western Power	Contraflow	15/12/2020
ROAD CLOSURE Pool Installation Works	11 Gillison Mews, Baldivis	16/12/2020 1pm - 5pm	Kwik Logistics	Kwik Logistics	15/12/2020
WORKS OFFROAD Surveying Works	Various Locations	16/12/2020 – 23/12/2020 7am - 3pm	Linkforce	LGC Traffic	15/12/2020
VARIOUS Vegetation Works	City of Rockingham Boundary	16/12/2020 – 16/12/2021 7am - 7pm	Beaver Tree Services	QTM	16/12/2020
STOP SLOW Utility Works	Arcadia Drive, Shoalwater	23/12/2020 8am - 4pm	Western Power	Contraflow	17/12/2020
STOP SLOW Utility Works	Weebo St, Golden Bay	07/01/2021 – 08/01/2021 7am - 5pm	Cabling WA	Cabling WA	17/12/2020

Description of Work	Location	Time Period	Proponent	Traffic Company	Approval Date
STOP SLOW Utility Works	Mundijong Road, Baldivis	05/01/2021 8am - 4pm	Western Power	Contraflow	23/12/2020
ROAD CLOSURE Pool Installation Works	24 Acrasia Rd, Baldivis	12/01/2021 9am - 1pm	Kwik Logistics	Kwik Logistics	23/12/2020

4.5 Civil Works Program 2020/2021

Author: Mr Ryan Gibson, Coordinator Planning and Design

Footpath projects to commence

Footpath and Suburb	Project	Update
Yuin Street	Construct new path east side, Dampier Drive to Tangadee Road	Design completed. Construction to be completed by March 2021.
Central Promenade - New path	Construct new path South side from Contest Parade to Ameer Street	Design completed. Construction to be completed by February 2021.
Griggs Way	Construct new path North side from Bell Street to Safety Bay Road	Design completed. Construction to be completed by February 2021 after drainage upgrades are completed.
Bakewell Drive	Construct new path south side from Warnbro Sound Avenue to public access walkway	Design completed. Construction to be completed by January 2021.
Exeter Street	Construct new path east side from Salcombe Way to Axminster Street	Design completed. Construction to be completed by March 2021.
Settlers Hill Reserve	Footpath accessibility audit - Upgrade pathway access between facilities	Design completed. Construction to be completed by February 2021.

Road projects to commence

Road and Suburb	Project	Update
Gnangara Drive Traffic Treatments – Read Street to Willmott Drive	Construction of traffic treatments to address speeding and road safety issues.	Construction commenced.
Safety Bay Road and Nairn Drive (Federal Blackspot Project)	Install pre-deflections on east and west approaches	Detailed design completed. Construction scheduled for April 2021 subject to additional funding from Federal Government.

Road and Suburb	Project	Update
Young Road and Karnup Road (Federal Blackspot Project)	Widen Young road approach, replace safety barrier and install advance intersection warning	Road Safety Audit required on Detailed Design before project can continue. Construction to commence in April 2021.
Royal Palm Drive – Ennis Avenue to Coronata Drive (state Blackspot Project)	Upgrade lighting to AS 1158	Upgrade of street lighting to be completed by Western Power by January 2021.
Mundijong Road – Duckpond Road to Telephone Lane (State Blackspot Project)	Install street lighting to category V, realign curve, install crash barriers on both side of the road and install crash barrier with raised median.	This is a two year staged project. Detailed design to be completed by February 2021. Construction to commence March 2021 to December 2021.
Safety Bay Road, Hymus Street, Parkin Street and Point Peron Road	Design intersection upgrade	Turning movement and queue length counts completed. Design to be completed in February 2021.
Baldivis Road – Furioso Green to Highbury Boulevard	Design upgrades to road including raised median and shared path on western side	Detailed design complete. Will be considered for external funding submission for 2022/23.
Read Street, Council Avenue and Cygnus Street	Extend right turn pockets and install overhead mast arms on north and south approaches, Install acceleration lane on read street for southbound traffic entering from Council Avenue	Detailed design completed. Project scope amended to exclude acceleration lane on read street due to conflict with new development crossover. Construction will be in 2021/22 as per the Blackspot funding arrangement.
Read Street, Chalgrove Avenue and Centaurus Street	Extend right turn pockets and install overhead mast arms on north and south approaches	Detailed design completed. Construction will be in 2021/22 as per the Blackspot funding arrangement.
Read Street – Chalgrove Avenue to Patterson Road	Detailed design of road upgrades	Detailed design to be completed by March 2021. Will be considered for external funding submission in future years.
Mersey Point Bus Terminus	Construct bus terminus adjacent to existing car park at Mersey Point	A clearing permit application has been submitted to Department of Water and Environmental Regulation (DWER). DWER is seeking an offset for the clearing required for the bus terminus and the City is preparing revegetation plan for an identified offset location. The City has also met with Public Transport Authority to discuss funding for the project.
Sixty Eight Road and Eighty Road Intersection	Install Chevron signs and Retroreflective pavement markers (RRPM's) on Sixty Eight Road and install speed	Raised Reflective Pavement Marker (RRPM) and chevron sign drawings have been submitted to Main Roads WA

Road and Suburb	Project	Update
	cushion on Eighty Road approaches	<p>(MRWA) for approval and installation. The resurfacing is complete and waiting for MRWA to complete the line marking.</p> <p>Detailed design for speed cushions have been completed and the lighting design is to be completed and submitted to Western Power. New Street lighting needs to be installed ahead of the installation of speed cushions. The exact timeframe of installation is not known at this stage.</p> <p>The City is placing VMS boards intermittently to increase awareness about the intersection.</p> <p>The speed limit on Sixty Eight Road from Mandurah Road to East of Eighty Road will reduce to 60Km/hr from 25 January 2021.</p>
Bus shelters	<p>Install six new bus shelters across the City at highest patronage sites:</p> <p>Stop No. 17251 – Read Street After Willmott Drive, Cooloongup</p> <p>Stop No. 27869 – Still Water Drive after Callistemon Gardens, Baldivis</p> <p>Stop No. 26565 – Warnbro Sound Avenue after Aurea Boulevard, Golden Bay</p> <p>Stop No. 27168 – Bramall Terrace after Overton Lane, Baldivis</p>	Installation list finalised. Awaiting installation dates from Public Transport Authority

Traffic investigations

Children's Crossings

Rockingham Beach Primary School has submitted a City supported application to the Children's crossing and Road Safety Committee (CCRSC). The application has been reviewed and supported by the CCRSC, however the crossing was placed on hold due to the construction of an additional car park on the school site that would impact on the travel patterns around the school. The City has reviewed the travel patterns around the school and determined that the Children's crossing is still required. Detailed design for the children's crossing has been completed and submitted to Main Roads WA for approval.

Mother Theresa Catholic School has submitted a City supported application to the Children's crossing and Road Safety Committee (CCRSC) for the installation of Children's crossings. An onsite meeting was held on 2 December 2020 and the proposed crossing location was supported by the CCRSC subject to the removal of the existing crossing further south. The City will complete the detailed design of the crossing in February to submit to MRWA for approval.

Secret Harbour Primary School has submitted a City supported application to the Children's crossing and Road Safety Committee (CCRSC) for the installation of Children's crossings. The application is currently being reviewed by the CCRSC.

Stormwater Drainage Projects

Road and Suburb	Project	Update
Lark Hill Sportsplex Carpark, Port Kennedy	Implement drainage solutions to prevent carpark flooding	This project is on hold subject to the replacement of hockey pitch.
Murdoch Drive, Singleton	Implement drainage solutions to address localised flooding.	Detailed design of upgrades completed. Project scheduled for construction in February 2021.
Griggs Way, Rockingham	Implement drainage solutions to address localised flooding.	Detailed design of upgrades completed. Project scheduled for construction in February 2021.
Pollard Way, Warnbro	Implement drainage solutions to address localised flooding.	Detailed design of upgrades completed. Project scheduled for construction in February 2021.
Intersection of Warnbro Sound Avenue/ Axminster Street, Warnbro	Implement drainage solutions to address localised flooding.	Detailed design of upgrades completed. Project scheduled for construction in February 2021.
Salamanca Reserve Catchment Area, Port Kennedy	Complete detailed design of drainage upgrades as detailed in Port Kennedy High Ground Water Study.	Detailed concept design of upgrades to be completed by February 2021. Due to seriousness of flooding at Salamanca Reserve, it will be the test case on the staged approach of mitigation measures to be undertaken by the City.
Ceri Close Reserve Catchment Area, Port Kennedy	Complete detailed design of drainage upgrades as detailed in Port Kennedy High Ground Water Study.	Detailed design will be completed once the Salamanca Parkway detailed design is finalised.
Majestic Reserve Catchment Area, Port Kennedy	Complete detailed design of drainage upgrades as detailed in Port Kennedy High Ground Water Study.	Detailed design will be completed once the Salamanca Parkway detailed design is finalised.
Round Hill Reserve Catchment Area, Port Kennedy	Complete detailed design of drainage upgrades as detailed in Port Kennedy High Ground Water Study.	Detailed design will be completed once the Salamanca Parkway detailed design is finalised.

Road and Suburb	Project	Update
Strasbourg Rumble Reserve Catchment Area, Port Kennedy	Complete detailed design of drainage upgrades as detailed in Port Kennedy High Ground Water Study.	Detailed design will be completed once the Salamanca Parkway detailed design is finalised.
Victoria Street Ocean Outfall, Rockingham	Redirection of drainage network to adjacent swale or bubble up pit to avoid the scouring at the outfall	Drainage network modelling and investigation to be completed by February 2021
Dixon Rd, Hillman	Implement drainage solutions to address localised flooding.	Detailed design of upgrades to be completed by February 2021
Cavender Street, Singleton	Implement drainage solutions to address localised flooding.	Detailed design of upgrades to be completed by March 2021.
Gosforth Court	Implement drainage solutions to address localised flooding.	Detailed design of upgrades to be completed by March 2021.

2020/21 New Drainage Projects

The City has scheduled underground remote controlled camera investigation & Specification survey of a number of locations that have experienced drainage issues including:

- Safety Bay Road – Tropicana Way to Short Street Catchment;
- Palisades Boulevard and Bancoura Parkway, Secret Harbour;
- Rockingham Light Industrial Area (Crompton Road), Rockingham;
- Palm Beach Area (Bell Street, Parkin Street and Esplanade), Rockingham.
- Port Kennedy Industrial Area (Blackburn Drive, Helmshore Way, Bassemmer Road, Dalloway Road, Paxton Way, Toynbee Way)

4.6 Civil Maintenance Program 2020/2021

Author: Mr Om Gupta, Coordinator Maintenance and Operations

Civil Maintenance expenditure as at 21 November 2020 including commitments was \$1,676,844 of the total \$4,496,277 budget (37%).

Drainage Maintenance

The City is continuing with proactive educting and jetting of the stormwater drainage systems in various catchments. In December 2020, drainage jetting works were completed in the following streets:

- Mikonos Mews, Secret Harbour
- Sheridan Way, Port Kennedy
- Chelmsford Avenue, Port Kennedy

Drainage educting works has resumed from 18 January 2021.

4.7 Road Rehabilitation & Renewal Programs 2020/2021

Author: Mr Aulad Hossain, Maintenance Engineer

The Road Rehabilitation and Renewal Programs includes resurfacing of the roads and associated upgrade of stormwater drainage lids and replacement of broken kerbing before resurfacing.

Project	Description	Project Status
Burma Road, Baldivis	Doghill Road to Wilkinson Road	Not scheduled yet
Camargue Green, Secret Harbour	Livorno Gardens to Sete Green	Scheduled for 11 January 2021
Gnangara Drive, Waikiki	Read Street to Oakwood Crescent	Scheduled for 14 January 2021
Haines Road, Baldivis	Doghill Road to Telephone Lane	Not scheduled yet
La Spezia Drive, Secret Harbour	Secret Harbour Boulevard to Maratea Parade	Scheduled for 11 January 2021
Latiano Green, Secret Harbour	Pesaro Green to Genoa Place	Scheduled for 12 January 2021
Livorno Gardens, Secret Harbour	La Spezia Drive to Sete Green	Scheduled for 12 January 2021
Millar Road, Baldivis	Millar Road Landfill Facility to Baldivis Road	To be scheduled for February 2021
Naples Place, Secret Harbour	La Spezia Drive to Salerno Place	Scheduled for 13 January 2021
Pesaro Green, Secret Harbour	La Spezia Drive to Latiano Green	Scheduled for 12 January 2021
Powell Road, Baldivis	Doghill Road to Serpentine Road	Not scheduled yet
Royal Palm Drive, Warnbro	Halliburton Avenue to Ennis Avenue	Scheduled for 9 January 2021

4.8 Drainage Renewal Program Municipal Works 2020/2021

Author: Mr Aulad Hossain, Maintenance Engineer

Nil

4.9 Footpath Renewal Program Municipal Works 2020/2021

Author: Mr Aulad Hossain, Maintenance Engineer

Project	Description	Construction Status
Safety Bay Road	Renew Principal Shared Path (South side, Ennis Avenue to The Avenue)	To be scheduled for March 2021
Safety Bay Road	Renew Principal Shared Path (South side, The Avenue to Warnbro Sound Avenue)	To be scheduled for March 2021

*Previous bulletin reported the above projects as complete in error

4.10 Carpark Renewal Program Municipal Works 2020/2021

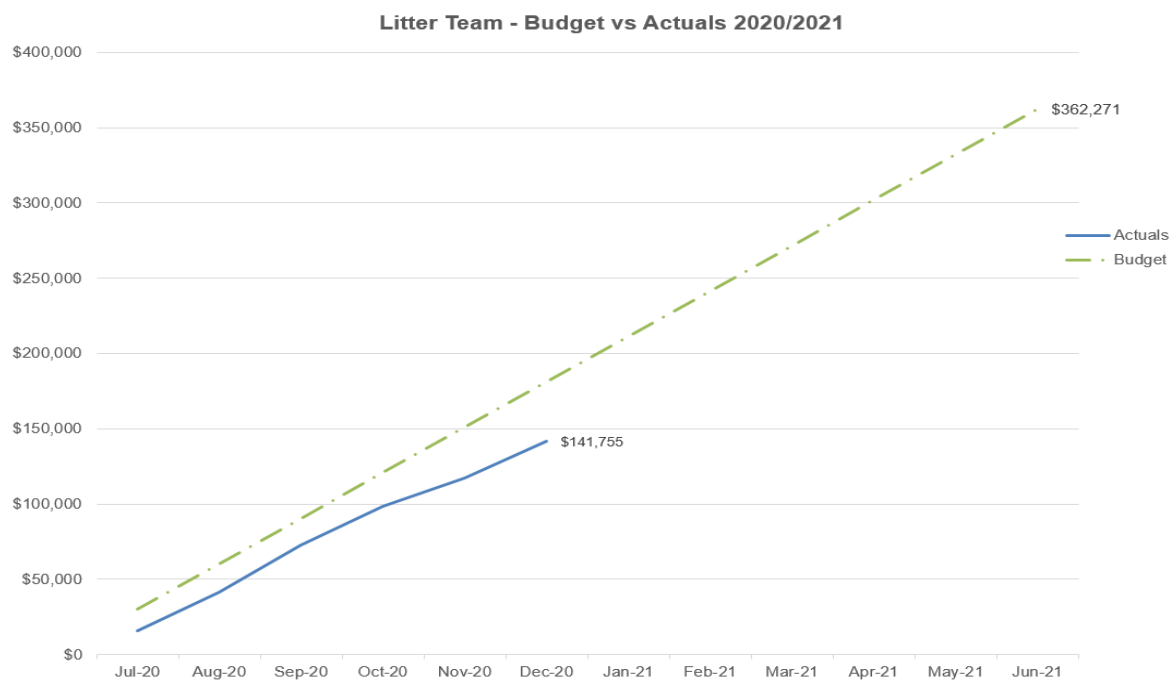
Author: Mr Aulad Hossain, Maintenance Engineer

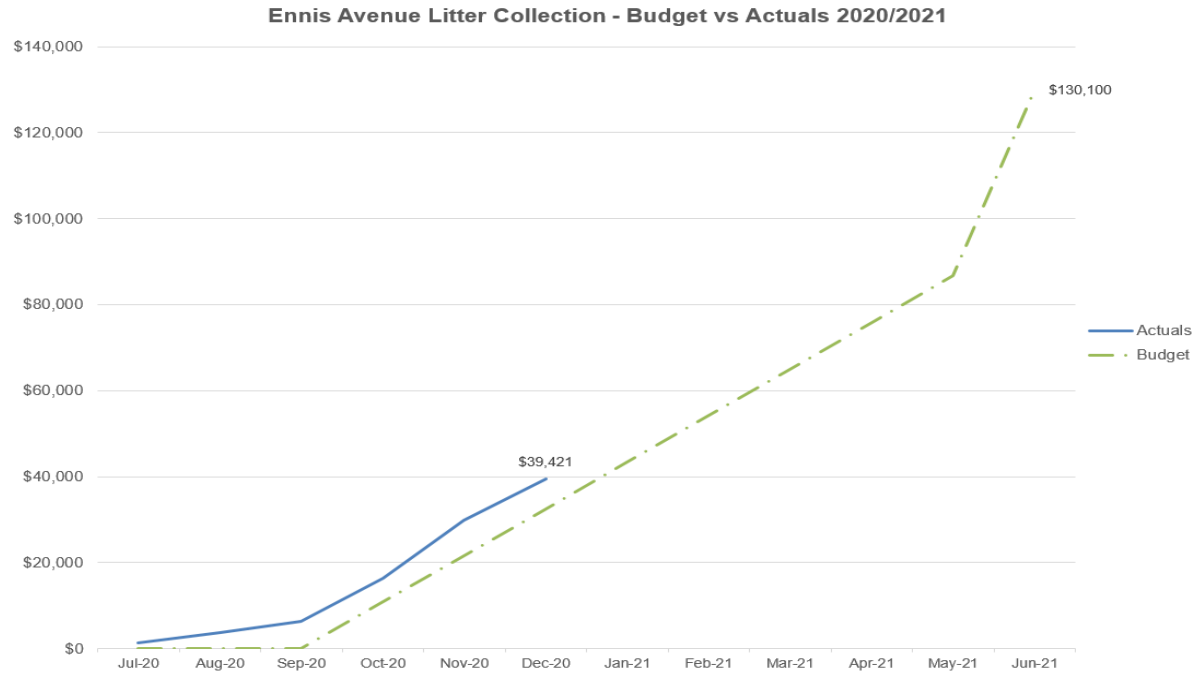
Project	Description	Construction Status
Hurrell Way Animal Pound & Operations Centre	Car park renewal	Not scheduled yet
Governor Road Reserve	Car park renewal	Not scheduled yet

4.11 Litter and Street Sweeping Program 2020/2021

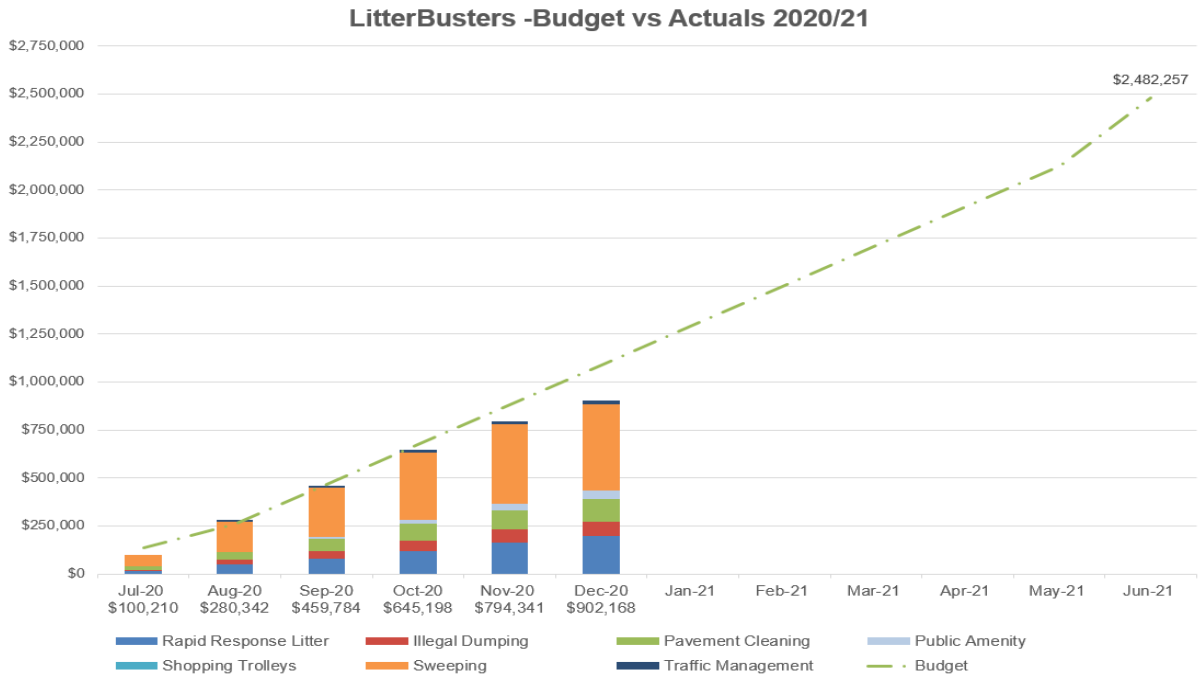
Author: Mr Ryan Shaw, LitterBusters Supervisor

Litter Team Budget

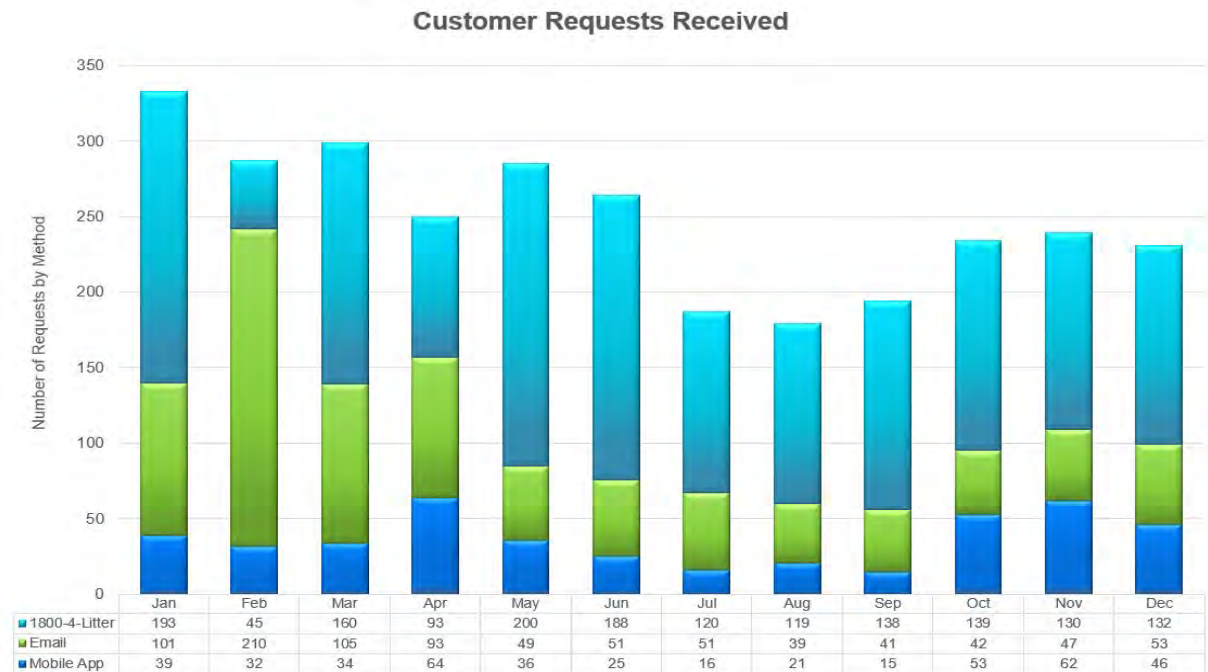




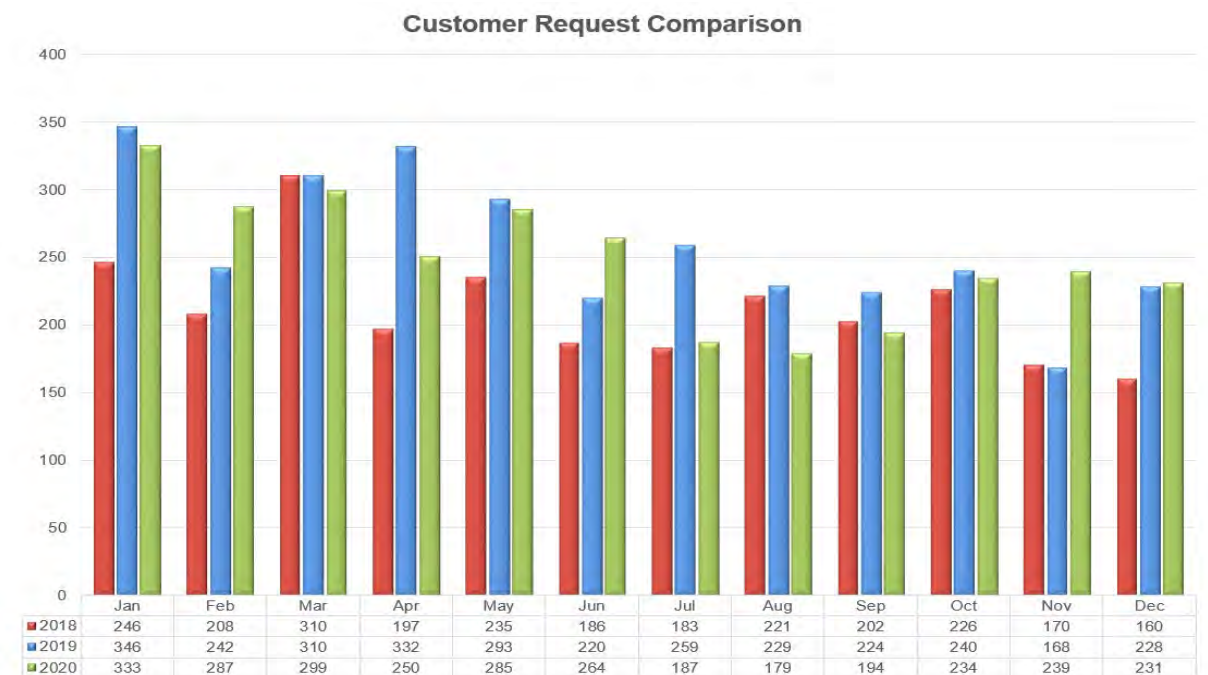
LitterBusters and Sweeping Budget



The graph below indicates the number of customer requests received each month for the current calendar year which also includes the method received.



The graph below provides a comparison between the previous and current calendar year of the total number of customer requests received each month.



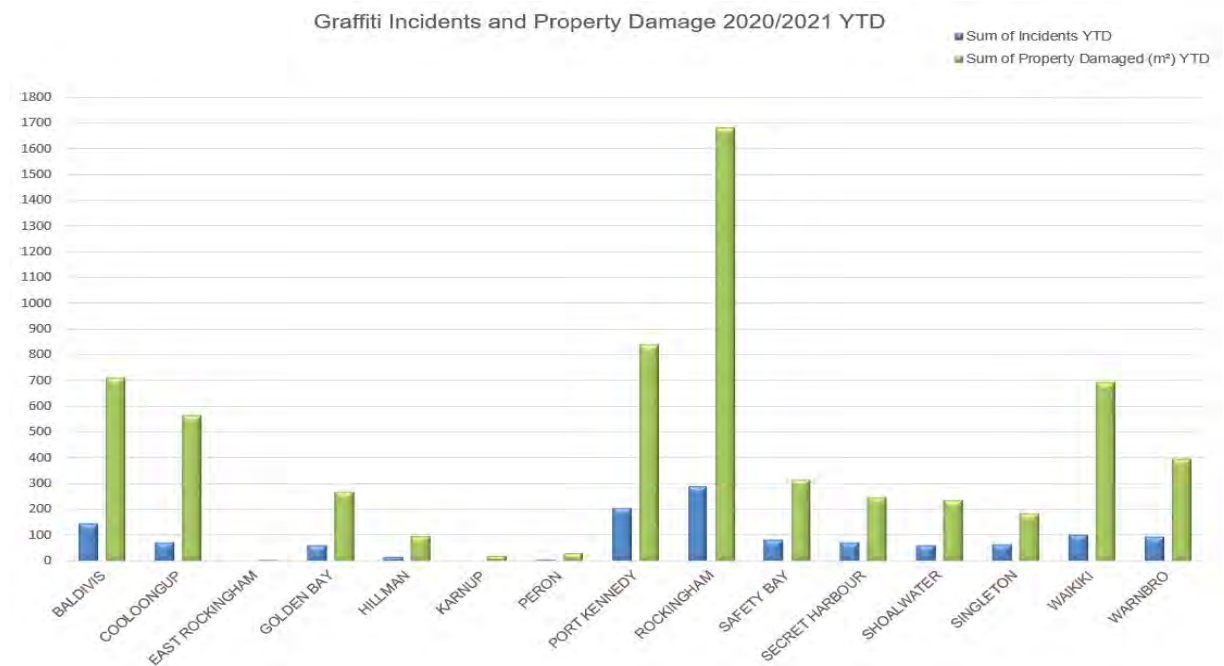
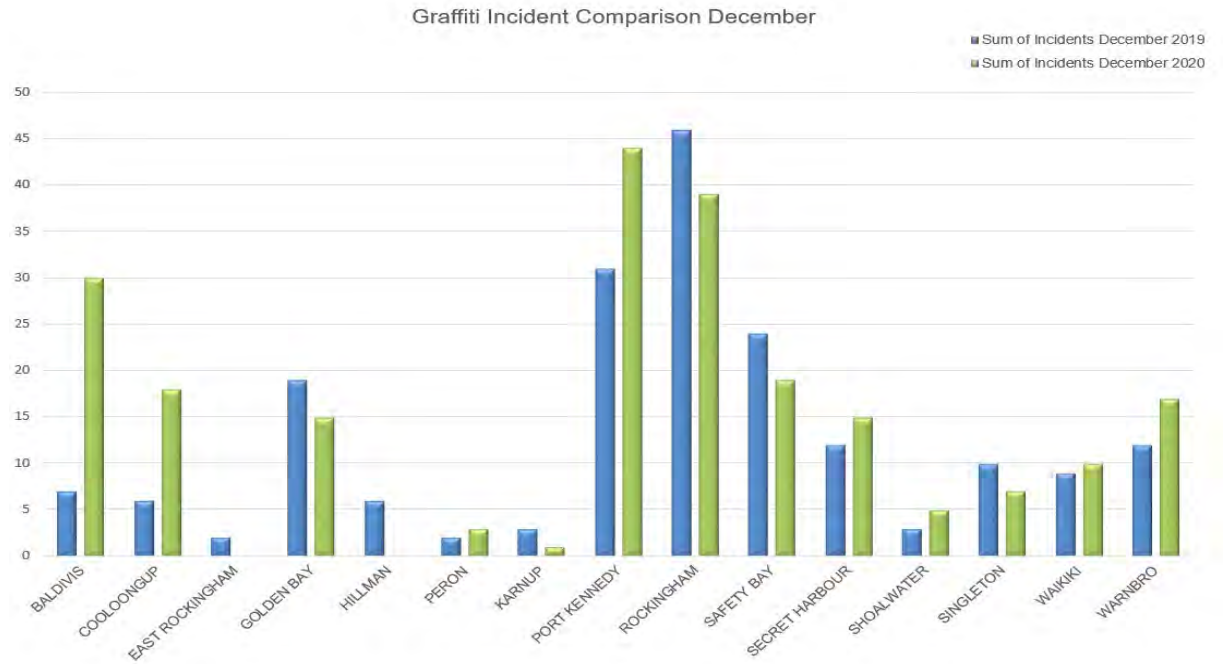
4.12 Graffiti Program 2020/2021

Author: Mr Ryan Shaw, LitterBusters Supervisor

Graffiti Out and About

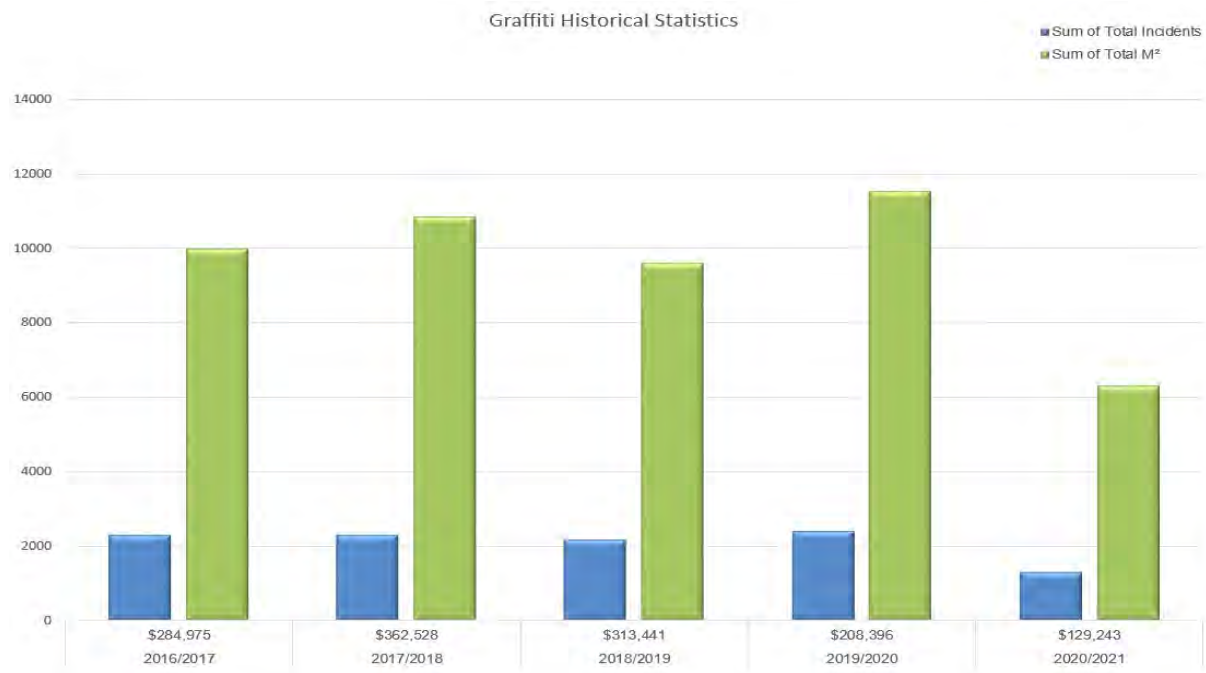
A total of 223 graffiti incidents were recorded for the month of December 2020. Analysis shows:

- An increase in graffiti incidents of 16% and an increase of 30% in square metres of property damaged from this time last year;
- Assets impacted are 177 City assets, 5 State owned utilities and 41 on private property;
- Port Kennedy had the highest number of removal incidents for the month (44).



Graffiti Removal Annual Statistics

The table below lists the historical statistics over the past five years with the quantity of incidents, square metres affected and the total cost of removal.



4.13 Delegated Authority for the payment of crossover subsidies

Author: Ms Ellen Cartwright, Infrastructure Compliance Officer

The City's Asset Compliance Inspector undertakes crossover inspections to ensure each crossover meets the required specification.

December 2020 Crossover Inspections				
Suburb	Subsidy Applications Received	Crossovers Approved	Crossovers Rejected	Subsidy Rebates Paid
Baldivis	1	1	0	\$569
Golden Bay	0	0	0	-
Cooloongup	0	0	0	-
Singleton	0	0	0	-
Port Kennedy	0	0	0	-
Rockingham	0	0	0	-
Secret Harbour	0	0	0	-
Shoalwater	0	0	0	-
Safety Bay	0	0	0	-
Waikiki	0	0	0	-
Karnup	0	0	0	-
Total	6	4	2	\$569.00

4.14 Verge Treatment Applications

Author: Ms Ellen Cartwright, Infrastructure Compliance Officer

Treatment options in accordance with City of Rockingham Street Verge Development Policy:

Received	Approved	Declined	Comment
8	5	3	-

4.15 Verge Issues

Author: Ms Ellen Cartwright, Infrastructure Compliance Officer

Verge obstructions are assessed in accordance with the City of Rockingham Public Places and Local Government Property Local Law 2018.

December 2020 Verge Inspections				
Suburb	New inspection		Re-inspection	
	Verge Obstruction	Non-Compliant Verge Treatment	Verge Obstruction	Non-Compliant Verge Treatment
Golden Bay	4	1	30	0
Singleton	0	0	3	5
Waikiki	0	0	1	1
Baldivis	4	8	8	12
Rockingham	1	2	1	0
Cooloongup	0	2	0	0
Secret Harbour	0	0	0	0
Shoalwater	0	2	0	0
Safety Bay	0	0	1	0
Port Kennedy	2	0	1	2
Warnbro	2	0	0	1
Hillman	0	0	0	0
Total	13	15	45	21

4.16 Coastal Capital Projects

Author: Mr Matthew Donaldson, Coastal Engineering Officer

Coastal Capital Projects

Project	Description	Status
Mersey Point Seawall Extension towards west	Construction of new Granite Seawall at Mersey Point	The City's coastal team met with 7 Traditional Landowners and consultants on site at Mersey Point on 18 November 2020 to discuss the proposed Stage 1 granite seawall excavation and construction project. A draft report will be prepared by the consultant and issued to SWALSC for review.
Existing Mersey Point Seawall Upgrade	Design and construct new Limestone Seawall	Design is progressing as per schedule. Construction is likely to start from March 2021.

Project	Description	Status
Point Peron Spur Groyne extension design & documentation	The design will include the provision of reconstructing the spur groyne and breakwater to the north of the existing footprint providing greater coastal protection and expansion of the existing Point Peron Boat Harbour body of water	Design is progressing as per schedule. Construction will be in 2021/22 subject to approval from Department of Biodiversity, Conservation and Attractions (DBCA).
Point Peron - Boat Harbour - Detailed design for seabed dredging		The City is currently reviewing the scope of works requirements before issuing to Procurement.

4.17 Coastal Infrastructure Management

Author:	Mr Matthew Donaldson, Coastal Engineering Officer
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Point Peron Boat Ramps and Port Kennedy Boat Ramps – Dedicated Boat Launching and Retrieval Lanes

During December 2020, the Coastal Team completed daily visual monitoring inspections of the Point Peron Boat Launching Facility dedicated boat ramp lanes during the peak boating periods. Daily data was collected and will be used to measure the success rate at the end of the summer months.

Dedicated ramps were also trialled at Port Kennedy Boat Ramps throughout the Christmas and New Year period. Initial community feedback suggests that the decision to trial dedicated ramps at both facilities has been met with support from the recreational boating community.

Coastal Monitoring Programme

To assist with the required dredge volumes to be excavated from Tern Bank Sand Bar in autumn 2021 the City has arranged for the following survey requirements;

- Tern Bank Sand bar/Bent Street Navigation Channel coastal and bathymetric (ocean floor) survey.

The works will be completed in January 2021.

Advisory Committee Minutes

The following Advisory Committee Minutes are attached for Councillor's information.

Advisory Committee Recommendations will be subject to separate Officer's reports to Council.

Advisory Committee	Advisory Committee Meeting held
Coastal Facilities Advisory Committee	No meeting held this period.
Road Wise Advisory Committee	No meeting held this period.

Appendices

Nil