

Rockingham

MINUTES

Planning and Engineering Services Committee Meeting

Held on Monday 15 November 2021 at 4:00pm City of Rockingham Boardroom



City of Rockingham Planning and Engineering Services Committee Minutes Monday 15 November 2021



	CONTENTS	
1.	Declaration of Opening	3
2.	Record of Attendance/Apologies/Approved Leave of Absence	
3.	Responses to Previous Public Questions Taken on Notice	4
4.	Public Question Time	4
5.	Confirmation of Minutes of the Previous Meeting	6
6.	Matters Arising from the Previous Minutes	6
7.	Announcement by the Presiding Person without Discussion	6
8.	Declaration of Member's and Officer's Interest	6
9.	Petitions/Deputations/Presentations/Submissions	6
10.	Matters for which the Meeting may be Closed	6
11.	Bulletin Items	6
	Planning and Development Services Information Bulletin - November 2021	6
	Engineering and Parks Services Information Bulletin - November 2021	6
12.	Agenda Items - Planning and Engineering Services Committee	
	Planning and Development Services	12
	PD-034/21 Proposed Street Naming Theme - Kennedy Bay PD-035/21 Joint Development Assessment Panel Application - Industrial Development (Best Bar)	12 18
13.	Reports of Councillors	39
14.	Addendum Agenda	39
15.	Motions of which Previous Notice has been given	40
10.	Engineering and Parks Services	40
	EP-020/21 Notice of Motion - Stakehill Road, Baldivis	40
16.	Notices of Motion for Consideration at the Following Meeting	45
17.	Urgent Business Approved by the Person Presiding or by Decision of the Committee	45
18.	Matters Behind Closed Doors	45
19.	Date and Time of Next Meeting	45
20.	Closure	45

City of Rockingham Planning and Engineering Services Committee Minutes



Monday 15 November 2021 - Council Boardroom

IVIC	oriday 13 November 2021 - Council Boardroom				
1.	Declaration of Opening				
	The Chief Executive Officer declared the Planning and Engineering Services Committee Meeting open at 4:00pm and welcomed all present, and delivered the Acknowledgement of Country.				
2.	Elec	tion of Presiding Member/Cha	nirperson		
	The Chief Executive Officer, Mr Michael Parker, invited nominations for the position of Chairperson of the Planning and Engineering Services Committee.				
	Cr Jones nominated Cr Edwards. As there was no more than one nomination for the position, Cr Edwards was declared elected to the position of Chair of the Planning and Engineering Services Committee for the period to the 2023 Local Government ordinary elections.				
		wards assumed the Chair.	•		
3.	Reco	ord of Attendance/Apologies/	Approved Leave of Absence		
	3.1	Councillors			
		Cr Hayley Edwards (Deputy Mayor)	Chairperson		
		Mayor Deb Hamblin			
	Cr Lorna Buchan				
	Cr Dawn Jecks				
	Cr Mark Jones				
	Cr Brett Wormall				
	Cr Caroline Hume (Observer)				
	3.2	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 Tristan Fernandes	A/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 Tony Bailey	Manager Operations and Fleet Services		
		Mr Adam Johnston	Manager Parks Services		
	Ms Jelette Edwards A/Manager Governance and Councillor Suppose Ms Melinda Wardle EA to Director Planning and Development Services				
		25111000			

		Ms Andrea Holman	EA to Director Engineering and Parks Services
	3.3	Members of the Gallery:	2
	3.4	Apologies:	Nil
	3.5	Approved Leave of Absence:	Nil
4.	Respo	nses to Previous Public Qu	estions Taken on Notice
	Nil		
5.	Public	Question Time	
	4:02pm	Public Gallery to ask question	lic Question Time and invited members of the ons. The Chairperson noted that this was the ng for the public to ask questions.
	4.1	Theme - Kennedy Bay, PD-03 Application - Industrial Devel	ater - PD-034/21 - Proposed Street Naming 35/21 - Joint Development Assessment Panel opment (Best Bar), Technical Service Bulletin Bent Street Dredge Material - Environmental
		Engineering Services Committe	mme to present his questions to the Planning and e. Mr Mumme asked the following questions:
		PD-034/21 - Naming Theme	imed in the Report that "This item addresses the
		Community's Vision for the fut Strategic Objective - Plan for control of land use - Plan and growing population with considitrivialising the community aspir propose that giving names to	ure and specifically the following Aspiration and future Generations; responsive planning and control the use of land to meet the needs of the eration of(sic) future generations". I believe it is rations regarding needs of future generations to streets of any theme at all is somehow meetings. This provides another example of the
		in future, names of stree	s how, apart from helping people find addresses ets meet the above aspiration regarding needs of ternatively offer to make more circumspect use of
		names helps people find addre critical component of urban infr does represent a critical part of	as you correctly point out, allocation of street esses now and in the future, and therefore is a eastructure. Although it may seem insignificant, it of planning for future generations, and therefore ask is definitely aligned with the stated Aspiration.
		for both current and future gene Street Naming theme is dire Generations in the Council add is appropriate to its coastal loca Committee Guidelines and a	elopment will provide new housing opportunities trations. The City considers the proposed "Water" ectly linked to Aspiration 3: Plan for Future opted Strategic Community Plan 2019-2029, as it ation, it is consistent with the Geographic Names also City Planning Procedure, which includes a thematic names (e.g. nautical).
			for Protecting Conservation Reserve
			A commented that to protect the neighbouring there should be a hard road edge.
		firebreak to reduce spread of w with woody weeds and perenn are spread and invade the bus	ental Officers on pressing for a 3m wide mineral eeds. From Friends of Point Peron's experience ial weeds it's clear that along every road weeds in initially from roads, most likely by seeds from a similar effect but much less pronounced.

I commend the City on requiring the proponent to install and maintain this firebreak and require a restrictive fence BUT

2. Would the City also be prepared to require a fence that is solid up to at least 1.8metres to prevent spread of weed seeds and of embers?

The Chairperson advised that the City will take this into consideration as part of its negotiations with the owner/occupier at the detailed design stage.

3. Who will be responsible for ensuring that this firebreak is properly maintained so that weeds do not grow and create a fire and weed risk?

The Chairperson advised the City of Rockingham's Fire Prevention Officer manages the annual Firebreak Compliance Program where <u>all properties</u> are inspected for compliance with the City of Rockingham annual Fire Control Notice.

4. I do not see in the Conditions any requirement to provide the mineral firebreak/batter or maintain it. (Requirement only for a Management Plan - this is too vague.)

The Chairperson advised this is not considered necessary given the owner/occupier of development will be required to install and maintain a mineral earth firebreak as per the specifications of the City of Rockingham annual Fire Control Notice.

5. Reference is made to Appendix B for list of approved species for revegetation around the factory. Does this contain trees that are WA bird friendly and preferably of local provenance?

The Chairperson advised the Prescribed Plant Species list adopted under the East Rockingham Development Guidelines includes a mixture of local endemic species, such as Tuarts, Casuarina's and WA Peppermints, plus a selection of broader Australian native species which are known to perform well in the coastal environment, such as Port Jackson Figs and Norfolk Island Pine Trees. The diverse planting selection will provide a broad variety of foliage and flowers for birds and pollinators, plus a variety of seeds and nuts for the foraging insects and small reptiles.

Reports: I notice that there is no report on the Planning Minister's
proposals for changes to Cape Peron, particularly the presence of the
Garden Island Highway on her map, supposed to be out for community
consultation already.

Assuming that Council is aware of the threat of this road cutting diagonally through the largest intact piece of Cape Peron and potentially linking up with Richmond Avenue, will Council take a position to protect our already compromised bush and biodiversity by resisting this possible road to local Bush Forever and Conservation Reserves at Cape Peron and Lake Richmond and to the three TECs nearby?

The Chairperson advised that the Minister for Planning endorsed the recommendations from the Cape Peron Planning Investigation Study in August 2021. The City has recently received a request from DPLH to nominate Officers to be part of an Implementation Working Group.

One of the endorsed recommendations is that the alignment and design of the Garden Island Highway be appropriately considered and be cognisant of the environmental values of Cape Peron and Lake Richmond.

Rather than take a position on the Garden Island Highway, which has been reserved in the Metropolitan Region Scheme for decades, the City will participate in the process led by DPLH to implement the recommendation described earlier.

<u>Technical Services Bulletin - Project Status Report 3.2 - Bent Street Dredge</u> Material - Environmental Study

\$150,000 budgeted for this to be begun in December and finished in August 2023.

7. What exactly will this money be spent on?

		The Chairperson advised the key outcome of the environmental study is to identify any potential environmental impact and mitigation strategies if excavated/dredged sand off Tern Island and navigation channel is placed in the Warnbro Sound deep basin. The study will be in accordance with the Shoalwater Islands Marine Park Management Plan.		
		8. PT Peron Boat Harbour dredging: What is the total cost of this project including design and budgeted works?		
		•	vised the cost of the design was \$23,015 ex. GST. The nated to be between \$400,000 and \$500,000.	
	4:14pm	There being no furt	ther questions the Chairperson closed Public Question	
6.	Confirm	nation of Minutes	of the Previous Meeting	
	Moved C	r Jones, seconded Ma	ayor Hamblin:	
			the Minutes of the Planning and Engineering Services ctober 2021, as a true and accurate record.	
			Committee Voting (Carried) - 6/0	
7.	Matters	Arising from the	Previous Minutes	
	Nil			
8.	Annour	ncement by the Pr	esiding Person without Discussion	
	4:14pm		ounced to all present that decisions made at Committees of	
			endations only and may be adopted in full, amended or nted for consideration at the next Council meeting.	
9.	Declara	deferred when preser		
9.	Declara 4:14pm	deferred when preser	nted for consideration at the next Council meeting.	
9.		deferred when preser	and Officers Interests	
9.	4:14pm	tions of Members Cr Wormall declared	and Officers Interests d the following Declaration of Interest:	
9.	4:14pm	tions of Members Cr Wormall declared Item PD-034/21	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay	
9.	4:14pm	tions of Members Cr Wormall declared Item PD-034/21 Council Member:	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall	
9.	4:14pm	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest:	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the	
9.	4:14pm 8.1	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest:	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer.	
	4:14pm 8.1	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest:	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable	
	4:14pm 8.1 Petition	deferred when presentions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest:	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable	
10.	4:14pm 8.1 Petition	deferred when presentions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest:	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable	
10.	4:14pm 8.1 Petition Nil Matters	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest: Is/Deputations/Press	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable	
10.	4:14pm 8.1 Petition Nil Matters Nil Bulletin	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest: Is/Deputations/Press/ for which the Median	and Officers Interests d the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable	
10.	4:14pm 8.1 Petition Nil Matters Nil Bulletin Planning Health Se	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest: Is/Deputations/Press Items and Development Secretices	and Officers Interests de the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable Psentations/Submissions Peting may be Closed Prvices Information Bulletin - November 2021	
10.	4:14pm 8.1 Petition Nil Matters Nil Bulletin Planning Health Se 1. Health	tions of Members Cr Wormall declared Item PD-034/21 Council Member: Type of Interest: Nature of Interest: Extent of Interest: Is/Deputations/Press/ for which the Median Items and Development Se	and Officers Interests de the following Declaration of Interest: Proposed Street Naming Theme - Kennedy Bay Cr Brett Wormall Impartiality Cr Wormall's employer "Wormall Civil" is currently undertaking construction works on-site on behalf of the developer. Not Applicable Psentations/Submissions Peting may be Closed Prvices Information Bulletin - November 2021	

- 3.1 FoodSafe
- 3.2 Industrial and Commercial Waste Monitoring
- 3.3 Mosquito Control Program
- 3.4 Environmental Waters Sampling
- 3.5 Food Sampling
- 4. Information Items
 - 4.1 Food Recalls
 - 4.2 Food Premises Inspections
 - 4.3 Public Building Inspections
 - 4.4 Outdoor Event Approvals
 - 4.5 Permit Approvals
 - 4.6 Complaint Information
 - 4.7 Noise Complaints Detailed Information
 - 4.8 Health Approvals
 - 4.9 Septic Tank Applications
 - 4.10 Demolitions
 - 4.11 Swimming Pool and Drinking Water Samples
 - 4.12 Rabbit Processing
 - 4.13 Hairdressing and Skin Penetration Premises
 - 4.14 Caravan Park Inspections
 - 4.15 Bookings for Halls and Reserves

Building Services

- Building Services Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Monthly Building Permit Approvals (All Building Types)
 - 4.2 Other Permits
 - 4.3 Monthly Caravan Park Site Approvals

Compliance and Emergency Liaison

- 1. Compliance and Emergency Liaison Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Ranger Services Action Reports
 - 4.2 Building and Development Compliance
 - 4.3 Emergency Management Rockingham SES Activity
 - 4.4 Fire Prevention CRMs October 2021
 - 4.5 SmartWatch Key Result Areas
 - 4.6 Compliance Community Engagement

Strategic Planning and Environment

- 1. Strategic Planning and Environment Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Local Planning Strategy and New Town Planning Scheme
 - 3.2 Local Commercial Strategy Review
 - 3.3 Sustainable Transport Strategy
 - 3.4 Greening Plan
 - 3.5 Lake Richmond Management Plan Implementation Thrombolite Study
 - 3.6 Karnup District Structure Plan
 - 3.7 Foreshore Management Plan
- 4. Information Items
 - 4.1 Structure Plan Assessment Status

Dollards.

- 4.2 Standard Structure Plan Approved Subject to Modifications by the WAPC
- 4.3 Standard Structure Plan Approved by the WAPC
- 4.4 Little Penguin Workshop

Land and Development Infrastructure

- Land and Development Infrastructure Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Managed Aquifer Recharge (MAR) Feasibility Study
- 4. Information Items
 - 4.1 Referrals
 - 4.2 Delegated Land and Development Infrastructure Assets Approvals
 - 4.3 Handover of Subdivisional Roads
 - 4.4 Delegated Subdivision Engineering and Public Open Space Practical Completions
 - 4.5 Delegated Authority to Approve the Release of Bonds for Private Subdivisional Works

Statutory Planning

- 1. Statutory Planning Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Review of Planning Policy 3.3.1 Control of Advertisements
 - 3.2 Review of Planning Policy 3.3.21 Heritage Conservation and Development and Website Heritage Information Sheet
 - 3.3 Proposed Planning Policy 3.3.26 Guidelines to Establishing a Heritage List
 - 3.4 Proposed Planning Policy 7.5 Heritage Incentives
- 4. Information Items
 - 4.1 Subdivision/Development Approval and Refusals by the WAPC
 - 4.2 Notifications and Gazettals
 - 4.3 Subdivision Clearances
 - 4.4 Subdivision Survey Approvals
 - 4.5 Subdivision Lot Production
 - 4.6 Delegated Development Approvals
 - 4.7 Delegated Development Refusals
 - 4.8 Delegated Building Envelope Variations
 - 4.9 Subdivision/Amalgamation Approved
 - 4.10 Strata Plans
 - 4.11 Subdivision/Amalgamation Refused

Planning and Development Directorate

- 1. Planning and Development Directorate Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Rockingham Strategic Metropolitan Centre Local Planning Framework Review
 - 3.2 Design Review Panel
- Information Items

Advisory Committee Minutes

Committee Recommendation

Moved Cr Buchan, seconded Cr Jones:

That Councillors acknowledge having read the Planning Services Information Bulletin - November 2021 and the content be accepted.

Committee Voting (Carried) - 6/0

Confirmed at a Planning and Engineering Services
Committee meeting held on Monday 13 December 2021

Engineering and Parks Services Information Bulletin - November 2021

Engineering and Parks Services Directorate

- Engineering and Parks Services Directorate Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Bushfire Risk
 - 4.2 Strategic Asset Management

Operations and Fleet Services

- Operations and Fleet Services Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Building Maintenance Operations
 - 4.2 Building Maintenance Buildings
 - 4.3 Building Maintenance Reserves
 - 4.4 Graffiti Program 2021/2022

Infrastructure Project Delivery

- 1. Infrastructure Project Delivery Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Bus Shelter Replacements
 - 4.2 Bramstone Reserve Lighting Upgrades, Secret Harbour
 - 4.3 Council Avenue/Contest Parade/Kitson Street, Rockingham Extend Right Turn Pocket
 - 4.4 Ennis Avenue (Patterson Road to Dixon Road), Rockingham Construct Red Asphalt Shared Path
 - 4.5 Lark Hill Sporting Complex Rugby Club Building Refurbishments, Port Kennedy
 - 4.6 Lark Hill Sporting Complex Hockey Turf Replacement, Port Kennedy
 - 4.7 La Palma Reserve Lighting Replacement, Secret Harbour
 - 4.8 Maroubra Reserve Lighting Replacement, Secret Harbour
 - 4.9 Mike Barnett Sports Complex Floodlighting, Shelters and Court Resurfacing
 - 4.10 Mundijong Road (Telephone Lane to Duckpond Road), Baldivis Realignment Upgrade
 - 4.11 Murdoch Drive/Coffey Street, Singleton Drainage Upgrade
 - 4.12 Playground Replacements 2021/2022
 - 4.13 Playground Rubber Softfall Replacements 2021/2022
 - 4.14 Point Peron Boat Launching Facility, Peron Construct Carpark Extension
 - 4.15 Pollard Way Capella Pass Venice Retreat, Warnbro Drainage Upgrade
 - 4.16 Refurbishment of Public Toilets various locations
 - 4.17 Replacement of Public Toilets various locations
 - 4.18 Reserve Barbecue Replacements
 - 4.19 Rockingham Arts Centre improvements
 - 4.20 Rockingham Aquatic Centre LED Sign
 - 4.21 Rockingham Aquatic Centre Shaded Family Seating Area
 - 4.22 Rockingham Council Administration Building Disability Compliance Upgrades and Refurbishments to Toilets
 - 4.23 Safety Bay Library Refurbishment
 - 4.24 Safety Bay Tennis Club Fence replacement

- 4.25 Secret Harbour Street Lighting Upgrade
- 4.26 Singleton Volunteer Fire Brigade, Golden Bay Meeting Room Extension
- 4.27 Shoalwater Reserve Construction of Activity Node
- 4.28 Warnbro Sound Avenue/Axminster Street, Warnbro Drainage Upgrade

Parks Services

- Parks Services Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Communities Environment Program Projects
- 4. Information Items
 - 4.1 Delegated Public Open Space Handovers
 - 4.2 CRM Statistics
 - 4.3 Contract Management Requests for Quote and Tender
 - 4.4 Weed Management
 - 4.5 Reserve Maintenance
 - 4.6 Natural Area Maintenance
 - 4.7 Bushfire Mitigation
 - 4.8 Streetscape Maintenance
 - 4.9 Irrigation Maintenance
 - 4.10 Tree Maintenance
 - 4.11 Greening Plan 2017
 - 4.12 Litter Program 2021/2022

Technical Services

- 1. Technical Services Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Strategic Boating Provision Plan (SBPP)
 - 3.2 Bent Street Dredge Material Environmental Stud
 - 3.3 Coastal Sediment Management Plan and Beach Renourishment
 - 3.4 Footpath Defect Inspection
 - 3.5 Rockingham Future Traffic Modelling
- 4. Information Items
 - 4.1 Delegated Authority for Temporary Thoroughfare Closure
 - 4.2 Delegated Authority for approval of Directional Signage
 - 4.3 Delegated Authority for approval of Heavy Haulage
 - 4.4 Authorised Traffic Management Plans for Works on City Controlled Roads
 - 4.5 Civil Works Program 2021/2022
 - 4.6 Civil Maintenance Program 2021/2022
 - 4.7 Road Rehabilitation & Renewal Programs 2021/2022
 - 4.8 Drainage Renewal Program Municipal Works 2021/2022
 - 4.9 Footpath Renewal Program Municipal Works 2021/2022
 - 4.10 Carpark Renewal Program Municipal Works 2021/2022
 - 4.11 Delegated Authority for the payment of crossover subsidies
 - 4.12 Third Party Works within the City
 - 4.13 Asset Inspections
 - 4.14 Verge Treatment Applications
 - 4.15 Verge Issues
 - 4.16 Coastal Capital Projects
 - 4.17 Coastal Infrastructure Management

Advisory Committee Minutes

Committee Recommendation

Moved Cr Buchan, seconded Cr Jones:

That Councillors acknowledge having read the Engineering and Parks Services Information Bulletin - November 2021 and the content be accepted.

Committee Voting (Carried) - 6/0

13. Agenda Items

Planning and Development Services

Planning and Development Services Planning Services



Reference No & Subject: PD-034/21 Proposed Street Naming Theme Kennedy Bay

File No: DD021.2021.3.1

Applicant: Rowe Group

Owner: State of Western Australia and Western Australian Beach &

Golf Resort

Author: Mrs Nicole Gardner, Planning Administration Officer

Other Contributors: Mr David Waller, Coordinator Statutory Planning

Date of Committee Meeting: | 15 November 2021

Previously before Council:

Disclosure of Interest:

Nature of Council's Role in

this Matter:

Site: Lot 3020 Bay Links Boulevard, Port Kennedy

Executive

Lot Area: 66.3228ha

LA Zoning: Development

MRS Zoning: Urban

Attachments:

Maps/Diagrams: 1. Location Plan

2. Structure Plan Map

3. Subdivision Plan - WAPC 160311

4. Residential Density Code Plan



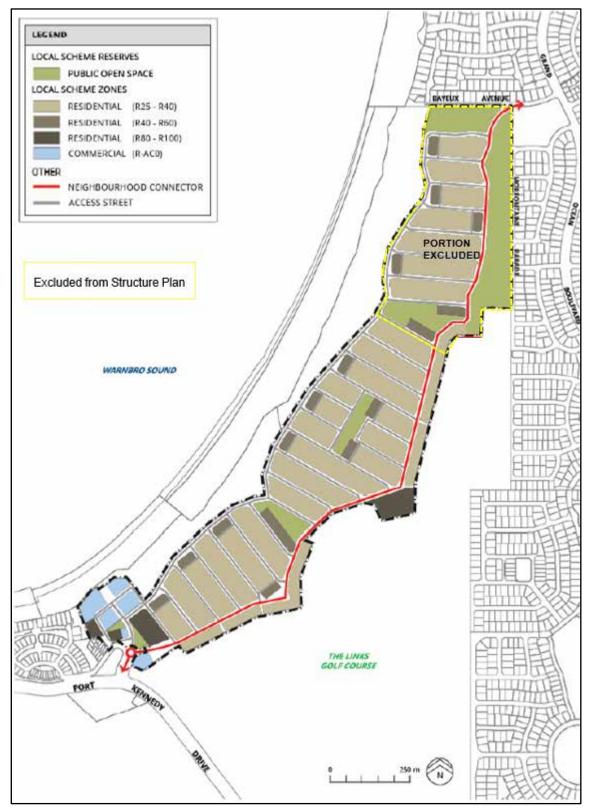
1. Location Plan

Purpose of Report

To consider an application seeking approval for a street naming theme to be based on 'Water' to be applied to the residential subdivision located at Lot 3020 Bay Links Boulevard, Port Kennedy known as 'Kennedy Bay'.

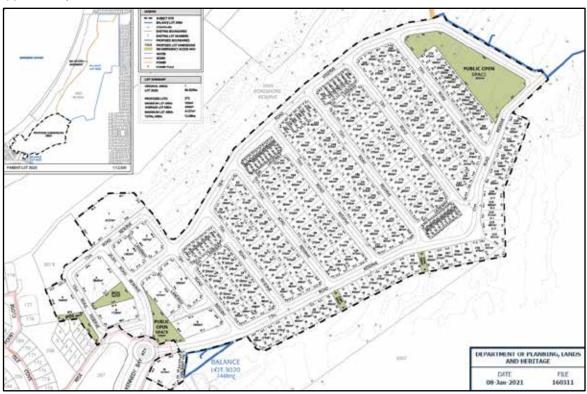
Background

In October 2020, the Kennedy Bay Structure Plan was approved (subject to modifications) by the Western Australian Planning Commission (WAPC). The Structure Plan will facilitate the creation of approximately 1,002 residential lots, Public Open Space Reserves and a new Town Centre.



2. Structure Plan

In July 2021, a Subdivision Application for Lot 3020 Bay Links Boulevard was conditionally approved by the WAPC for the creation of 273 lots.



3. Subdivision Plan - WAPC 160311



4. Residential Density Code Plan



Details

The proposed street naming theme for this subdivision is derived from the "pristine coastal village" location and therefore, the proposed street naming theme is 'Water'.

It is proposed to incorporate three streams of naming conventions in accordance with a broader water-based theme, including:

- Maritime language, references and iconic shipwrecks within the area, including Chalmers, Hero of the Nile and Star;
- Wetlands references taking the key features of Port Kennedy Scientific Park & Becher Point Wetlands features; and
- Public Jetty and Seawall; history of Warnbro Sound, export and shipping as well as climatic and topographical change references.

Examples of the proposed street names are as follows:

Antarctic - Known as the Southern Ocean.

Aurelia - Ship that followed the first fleet to Western Australia.

Fender - An air or foam filled bumper used in boating to keep boats from banging into

docks or each other.

Herring - Type of fish found in the ocean off Kennedy Bay.Lotus - Ship that followed the first fleet to Western Australia.

Tidal - Pertaining to, characterised by, or subject to tides.

Quenda - Marsupial native to wetland area.

Implications to Consider

a. Consultation with the Community

Nil

b. Consultation with Government Agencies

Consultation with the Geographic Names Team is required following the Council's decision.

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

Nil

e. Financial

Nil

f. Legal and Statutory

The Land Administration Act 1997 (section 26A) requires developers of new subdivisions to submit street names for support by the Council. The responsibility for approving street names rests with the Geographic Names Team. The proposed theme is in accordance with the Geographic Names Committee Principles, Procedures and Guidelines.

PAGE 17

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 City's *Planning Procedure No.1.4 - Street Names and Their Themes* (Planning Procedure No.1.4) provides guidelines and procedures for street naming themes and associated street names for subdivisions within the City. All applications for approval of street naming themes are assessed by the City for compliance with Planning Procedure No.1.4 and are referred to Council for determination.

The proposed theme based on 'Water' complies with the City's Planning Procedure No.1.4 and the Geographic Names Committee Principles, Procedures and Guidelines, as a thematic source of names.

In light of the above, it is recommended that the Council support the proposed street naming theme.

Next Steps

Street names that are consistent with the Council approved street naming theme and comply in all respects with Planning Procedure No.1.4, will be pre-approved by the City and referred to the Geographic Names Team for further assessment and final approval.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **SUPPORTS** the proposed street naming theme based on 'Water' for the Kennedy Bay subdivision located at Lot 9030 Bay Links Boulevard, Port Kennedy.

Committee Recommendation

Moved Mayor Hamblin, seconded Cr Wormall:

That Council **SUPPORTS** the proposed street naming theme based on 'Water' for the Kennedy Bay subdivision located at Lot 9030 Bay Links Boulevard, Port Kennedy.

Committee Voting (Carried) - 6/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Planning and Development Services Statutory Planning Services



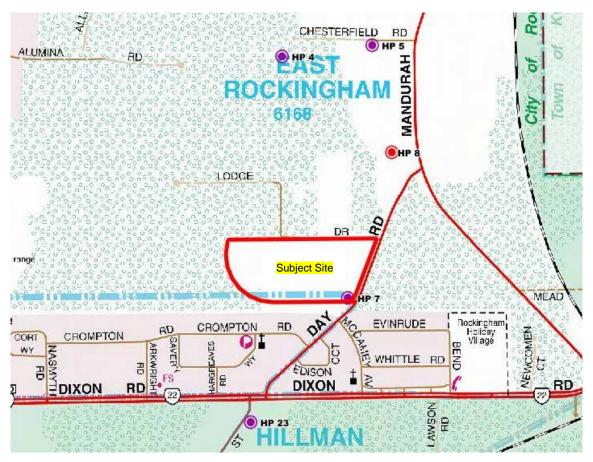
Reference No & Subject: PD-035/21 Joint Development Assessment Panel **Application - Industrial Development** (Best Bar) File No: DD020.2021.00000223.001 Applicant: Planning Solutions Pty Ltd Owner: Mrs M E Pike (at the time of lodgement) Author: Mrs Casey Gillespie, Senior Planning Officer Mr David Banovic, Senior Projects Officer Other Contributors: Mr Mike Ross, Manager Statutory Planning 15 November 2021 Date of Committee Meeting: Previously before Council: Disclosure of Interest: Nature of Council's Role in Tribunal this Matter: Site: Lot 1 (No.27) Day Road, East Rockingham Lot Area: 13.5393ha LA Zoning: General Industry MRS Zoning: Industrial Attachments: Responsible Authority Report Maps/Diagrams: 1. Location Plan 2. Aerial Location Showing the Subject Site and Proposed **Development Site** 3. Approved Subdivision Plan 4. Proposed Site Plan 5. Administration and Office Elevation 6. Warehouse Elevations 7. Buffer Separation To Sensitive Land Uses

Purpose of Report

To provide a recommendation to the Metro Outer Joint Development Assessment Panel (MOJDAP) on an application for an Industrial Development on a portion of Lot 1 (No.27) Day Road, East Rockingham.

8. Suggested Traffic Circulation

Abduards.
Presiding Member



1. Location Plan



2. Aerial Location Showing the Subject Site and Proposed Development Site



Background

Site Context

The subject site fronts Lodge Drive at its northern boundary and Day Road at its eastern boundary. Day Road provides a vehicular connection to Mandurah Road to the north-east and Dixon Road to the south.

To the north and west, the subject site abuts a large vacant industrial lot, which is reserved as a Conservation Area (Alumina Reserve). Immediately to the south, land in an east-west alignment is reserved for Railway under the Metropolitan Region Scheme (MRS).

"Day Cottage", a State Heritage listed place is located on the south-eastern portion of the site fronting Day Road. Day Cottage is also on the City's adopted Heritage List pursuant to Town Planning Scheme No.2 (TPS2).

Subdivision Application

In May 2021, a Subdivision Application was lodged over the subject site with the Western Australian Planning Commission (WAPC). In August 2021, the WAPC granted Subdivision Approval over the subject site for eight (8) freehold lots and an internal access road.



3. Approved Subdivision Plan

For clarity, future Lot 1 is referred throughout this report as the development site. The lot configuration provides for the creation of the development site, comprising of 2.9448ha.

The development site is located on the western side of the subject site, accessible via a planned internal subdivision road connecting Lodge Drive to the north. The development site abuts Alumina Reserve to the north and west. A drainage basin will be located immediately to the south of the development site.

Access to the development site is contingent on works associated with the subdivision application. No clearances have been granted by the City with respect to subdivisional works over the subject site at this stage.

Subject Development Application

In September 2021, a Development Assessment Panel (DAP) application was lodged by the Applicant for an industrial development.

The following summarises the application history:

On 7 October 2021, the City advised the Applicant that a request for further information (RFI) is forthcoming, to enable the Applicant to respond to various matters raised and for the City to complete its assessment and report. Subsequently, the City confirmed the assessment timeframes for reporting and advised timeframe limitations would require the Applicant to agree to a 27 day extension of time to allow the assessment to consider response to the RFI;

Melliar

- The formal RFI was issued to the Applicant on 12 October 2021, with an advised date of 20 October 2021, confirming the Applicant's acceptance or refusal to respond to the RFI and agreement to an extension of time:
 - The matters related to groundwater and drainage, traffic, access and car parking, bushfire management, landscaping and building design.
- On 19 October 2021, the Applicant refused the extension of time request, however, provided a formal response to the RFI, responding to the City's concerns on 21 October 2021.
- On 25 October 2021, the City confirmed that the subject site had been sold and change of ownership had occurred, details of which are discussed further in the Comments section of this report.

The following sections of this report are based on the additional supporting material submitted in conjunction with the details at lodgement.

Details

The application is for an Industrial development for the purposes of a 'metal fabrication' type industry (i.e. sheet metal, structural metal products) and includes the following:

- Two manufacturing warehouse buildings with a combined floor area of 7,316m², located centrally within the development site. The warehouse buildings are separated by an 18.3m wide drive through area, with a maximum building height of 12.2m;
- An open air storage area located in the south-western section of the development site, comprising an area of 2,139m²;
- Administration and amenities office building located to the east of the southern warehouse, comprising an area of 870m²;
- Four crossovers accessed from the future subdivision road directly to the east, which will be constructed as part of the subdivision works. The four crossovers propose access as follows:
 - Two (2) northern crossovers for unrestricted heavy vehicle access only;
 - Central crossover for staff and visitor access only (unrestricted light vehicles); and
 - The southern crossover to be used by both heavy and light vehicles (unrestricted).
- A total of 93 car parking spaces forward of the buildings, inclusive of two (2) accessible bays;
- 15 parking spaces located in the north-eastern section of the development site, providing a dedicated trailer parking area;
- A landscaping strip along the frontage of the site is proposed for a setback distance of 10m for the length of the eastern boundary; and
- Fire pumps, water tank and electrical transformer are proposed within the landscaped areas forward of buildings.

The development will operate from 6:00am to 10:00pm over two (2) rostered shifts from Monday to Saturday. There will be up to 90 staff on site at any one time (30 office staff and 60 factory staff).

The following reports and supporting material accompany the DAP application:

- Development Application Report;
- Development Plans;
- Traffic Impact Statement;
- Approved Subdivision Bushfire Management Plan;
- EPA Separation Guidelines Technical Note; and
- Earthworks and Retaining Wall Plan.



4. Proposed Site Plan



5. Administration and Office Elevation



6. Warehouse Elevations

Implications to Consider

a. Consultation with the Community

Pursuant to Clause 64(1)(c) of the Deemed Provisions of Town Planning Scheme No.2 (TPS2), the local government has the discretion to advertise, or not to advertise an application seeking Development Approval.

As the proposed development is consistent with the applicable planning framework, advertising is not considered to be necessary for this industrial proposal.

b. Consultation with Government Agencies

The following Government Departments were consulted:

- **Ÿ** Department of Water and Environmental Regulation (DWER); and
- **Ÿ** Department of Biodiversity, Conservation and Attractions (DBCA).

1. Department of Water and Environmental Regulation (DWER) summarised

DWER recommends that the proponent prepare a detailed Stormwater Management Plan (SMP) as part of the development approval process. The SMP should ensure that:

- Stormwater runoff be fully contained onsite for small and minor storm events (1 and 0.2 Exceedance per Year runoff) and that required storage for each rainfall event, basin sizing and design should be detailed.
- The first 15 mm of stormwater runoff (1 Exceedance per Year runoff) to undergo water quality treatment via bio-infiltration.
- Pre-development and post-development outflow of stormwater from the site be detailed.

1. Department of Water and Environmental Regulation (DWER) summarised (cont...)

City's Comment:

The matter of Stormwater Management (SWM) has been raised separately by the City as part of RFI process. The Applicant had not provided any further information in this regard. SWM is discussed in detail in the Policy section of this report, where it is concluded that the SWM can be addressed as a condition of Development Approval in line with DWER advice. It was also clarified separately, that DWER support the Applicant's approach to address SWM post Development Approval.

2. Department of Biodiversity, Conservation and Attractions (DBCA) summarised

DBCA provided comment to the WAPC on the subdivision application and recommended that a hard road edge be provided between the development area and the adjoining conservation reserve to ensure the protection of the reserve. The subdivision was approved without a hard road edge between the development area and the adjoining conservation area. The proposal does not address the management of the interface between the development area and the adjoining conservation area.

An interface management plan should be developed in consultation with DBCA and the City to demonstrate that the conservation area and boundary fence will not be impacted by the development. The design should provide a setback between the base of the batter and the conservation reserve boundary fence to ensure that material does no spill or erode into the reserve and to ensure that the fence can be maintained. Batters should have a slope no steeper than 1 in 6 to ensure material does not erode into the conservation reserve. The interface design should provide a surface treatment for the batter (by revegetation or other methods), that provides permanent stabilisation and prevents erosion material or weeds infiltrating the conservation reserve.

The following condition is suggested to be included:

"Prior to the commencement of works a management plan for the interface between the development and the adjoining conservation area is to be prepared and approved to ensure the protection of the conservation area and its boundary fence, in consultation with DBCA and the City of Rockingham, with satisfactory arrangements for the implementation of the approved plan (DBCA)".

City's Comment:

Considering DBCA recommendations for a hard road edge was not applied as a condition of the Subdivision Approval by the WAPC, the City can only seek consistency, requiring the restrictive fence to be detailed on landscaping plans as a condition of Development Approval. Nevertheless, in accordance with City's Fire Control Notice 2021-2022, the Proponent will be required to install and maintain a 3m wide mineral firebreak along the Conservation Reserve boundary (inside of the batters). On advice of the City's Environmental Officers, such firebreak is likely to reduce the spread of weeds into the Conservation Reserve.

The grade of the batters has already been approved by the City at 1 in 4 as part of the Engineering Drawings pertaining to the Subdivision Approval. As such, the slope recommendation cannot be achieved. A condition of Development Approval confirming the stability of the batters, however, is recommended.

The above recommended measures are considered suitable as a response to the interface concerns raised by DBCA.

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

Mulliard

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

State Government Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)

SPP3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

The development site has been designated bushfire prone under the *Fire and Emergency* Services Act 1998 (as amended) and therefore the requirements of SPP3.7 are applicable.

The objectives of SPP3.7 are to:

- "Avoid any increase in the threat of bushfire to people, property and infrastructure.

 The preservation of life and the management of bushfire impact are paramount.
- Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.
- Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures.
- Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change."

The Applicant submitted a copy of the approved WAPC Bushfire Management Plan (BMP) to accompany the Development Application in lieu of a development specific BMP. The City considered it more appropriate for the Applicant to provide a new BMP for the development on the basis that site conditions pertaining to vegetation classification may have changed over time, of which was not received.

The below tabled comments within the left hand side column were identified by the City in relation to the proposal and the approved BMP for the subdivision. Technical matters relating to the subdivision have not been determined in relation to the drainage area and landscaping requirements which implicate the BMP. Furthermore, the Applicant declined the request to provide an updated Landscaping Plan prior to decision of the Development Application to confirm consistency with any BMP. The table below also provides Applicant responses to matters raised and further comments upon review by the City, which are as follows:

Matter Raised in RFI	Applicant Response	City Comment
The Open Air Storage area falls within the APZ area.	The Open Air Storage area will not be used to store flammable materials.	Noted. This can be managed as a condition of Development Approval.
The BMP suggests that the drainage area will be cleared and landscaped to resemble low threat, maintained vegetation. The City has no intention of maintaining this drainage reserve at low threat, noting that condition 16 of the subdivision approval states if drainage easements or reserves are required by the City, then this land is to be vested with the local government.	The developer of the subdivision intends to clear the drainage area. Low threat planting and landscaping is permitted and shall be maintained on the southern boundary.	The City is yet to resolve the vegetation classification of the drainage area as part of the subdivision conditions. The City has no intention of maintaining the drainage basin as 'low threat'. In fact, as part of the subdivision process, the City recommended that the basin lot form part of the lot 1 (development site).

Matter Raised in RFI	Applicant Response	City Comment
		This limitation binds the City to only achieving landscaping consistent with the approved APZ requirements of the site, being low threat.
The Western and Southern portion of the site are subject to APZ treatment, with retaining proposed at 1:4 slope in these locations.	There is adequate separation distance between the buildings and the drainage area to the south. Landscaping to comply with the approved APZ.	Noted. Landscaping within this area to be consistent with the approved APZ.
A site specific BAL assessment for the proposed development be provided.	The proposed buildings will be located within BAL 29, based on approved BMP and mapping for the subdivision.	Noted.

The proposed development relies on the BMP and associated strategies approved as part of the Subdivision Approval to justify the siting and landscaping treatments of the proposal. The City accepts the limitation that the landscaping will be low threat to achieve compliance with the BMP and APZ requirements. On this premise, the proposal is considered to comply with the requirements of SPP3.7.

State Planning Policy 4.1 - State Industrial Buffer Policy (SPP4.1)

The key objective of SPP4.1 is to protect industry, infrastructure and special uses from the encroachment of incompatible land uses as well as provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses. As a result, most industries and infrastructure as well as other uses need to be separated from residential areas and other sensitive uses within a buffer area.

The objectives of SPP4.1 are as follows:

- "To provide a consistent Statewide approach for the definition and securing of buffer areas around industry, infrastructure and some special uses;
- To protect industry, infrastructure and special uses from the encroachment of incompatible land uses;
- To provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses; and
- To recognise the interest of existing landowners with buffer areas who may be affected by residual emissions and risk, as well as the interests, needs and economic benefits of existing industry and infrastructure which may be affected by encroaching incompatible land uses."

The proposal is considered to be compatible with existing and future industrial development, within the East Rockingham Industrial Area.

<u>Environmental Protection Authority (EPA) - Separation Distance between Industrial and Sensitive Land Uses No.3 (Guidance Statement)</u>

The EPA Guidance Statement provides advice to proponents, responsible authorities, stakeholders and the public, on the minimum requirements for environmental management which the EPA would expect to be met when the Authority considers a development proposal.

For the purpose of the Guidance Statement, "industrial land use" is used in a general way to encompass a range of industrial, commercial and rural activities, associated with off-site emissions that may affect adversely the amenity of sensitive land uses. A table of land uses is provided in the Guidance Statement.

The City considered the proposal constitutes a 'metal fabrication' type industry as defined within the Guidance Statement. The nearest sensitive land uses - Hillman Residential Estate (approximately 735m to the south) and Rockingham Holiday Village (approximately 788m to the east) are situated outside the minimum 500m generic separation requirement for such industrial use of land and thus, satisfies the EPA Guideline Statement.



7. Buffer Separation to Sensitive Land Uses

Planning Policy 3.3.8 - East Rockingham Development Guidelines (PP3.3.8)

The PP3.3.8 has been prepared to guide the orderly development of serviced industrial land within the East Rockingham Industrial Park (ERIP). The ERIP has five (5) precincts, and the proposed development site is located within Precinct 4 - General Industry. PP3.3.8 provides a set of planning criteria to ensure that the ERIP has a consistently high standard of development and visual amenity.

The guidelines for development within Precinct 4 per the PP3.3.8 are outlined below and considered in relation to the proposed development:

	General Development Provisions	Provided		Compliance
Sit	e Layout			
	Orientation and openings to maximise the north and south exposure;	constrained		Yes
Ÿ	Orientation and openings to maximise natural cross flow ventilation, eg cooling summer breezes;	 The siting of the development is such that the main entrance addresses the street access; 		Yes
Ÿ	Minimise east and west facing orientation, openings and windows, or provide adequate shading; and	 The siting and layout considers future development within the subdivision, and does not present as a 'back of house' to the internal road network; and 		Yes

General Development	Provided	Compliance
Provisions		
Site Layout (cont)		
 Well considered landscaping to provide valuable shade throughout summer and the use of winter sun. 	 Detailed landscaping plans to be provided as a requirement via conditions of Development Approval. 	Yes
Site Coverage/Plot Ratio		
Site coverage and plot ratio is to be in accordance with Local Authority Scheme Text requirements and determined by setbacks, landscaping, parking and the Building Code of Australia requirements.	The site coverage allowable is to a maximum of 50% of the site. Proposal presents at 29%.	Yes
Building Setbacks and Location		
Front Setback 15 metres for offices, gatehouses, amenity buildings. 25 metres for major structures. *For lots less than 3000m² in area the setbacks may be reduced to 5 metres for landscaping and 15 metres for buildings.	A minimum setback of 29.5m is proposed.	Yes
Side and Rear Setbacks 6 metres (For lots less than 3000m² in area the setback may be reduced to 3 metres)	 Side setback of 22.5m to the northern boundary, 47m to southern boundary; Rear setback of 24m to western boundary. 	Yes
Car Parking		
The number of car parking bays required will be in accordance with the Local Authority Scheme Text. Car parking can be placed between the landscape setback and the building line. Similarly, bay sizes, driveway widths and turning circles are to suit these and other functional requirements. Street parking is discouraged within the park: the service roads are likely to be used by large trucks and other heavy vehicles and street parking would impede manoeuvrability and safety. Roadways and parking within a development must be planned to achieve the following:	Pursuant to Table 2 of TPS2, using the '1' space per employee method, the proposal provides a minimum of 90 spaces for staff and visitors, including 2 ACROD spaces;	Yes
▼ Separation of service/haulage vehicles from visitor and staff parking areas;	The site layout and crossovers provide an intention to separate service/haulage vehicles from visitor and staff;	Yes, through conditions of Development Approval.

General Development Provided Compliance **Provisions** Car Parking (cont...) The number and locations of Four (4) crossovers are Yes, through vehicle crossovers must proposed. To minimise points conditions of of conflict, the crossovers are Development consider criteria such as traffic safety, ease of vehicle required to be clearly marked Approval. movement and the location entry/exit for the vehicle of existing and proposed types. vegetation; Restricting the movements of Siting of parking areas the most northern crossover adjacent to areas of as 'exit only' and the southern buildings that are commonly crossover as 'entry only' for accessed; Heavy Vehicles should be considered on the basis that Provide suitable species of the development needs to shade trees at a ratio of 1 account for safe vehicular per 4 car-bays, evenly movement external to the site throughout parking areas; and future developments Provide clear paths for (Refer to figure 8 below for pedestrian movement clarity). separate from areas of frequent vehicular movement; and Consider the visitor parking areas as an extension of the corporate/market image in terms of its presentation. Restricted exit only crossover for heavy vehicles 9105 Spile RL: 2.733er Restricted full movement crossover for heavy vehicles only Restricted full movement crossover for light vehicles only Full movement crossover for light vehicles and restricted entry only for heavy vehicles

8. Suggested Traffic Circulation

General Development Provisions	Provided	Compliance
External Service and Storage A	rea	
Service and storage areas must be screened behind the front building line and from the street. Landscaping and fencing can be utilised to screen these areas.	 An open air storage area is proposed adjacent to the car parking area on the southern boundary. Landscaping in this area is constrained with the APZ requirements and possible impacts on the adjoining drainage area. 	No
Landscaping		
 Lots less than 3,000m² in area must provide a 5m landscaping strip to the front of the lot; Plant species shall be selected from those listed in Appendix B - Prescribed Plant Species; and Shade trees shall be provided one (1) tree per 4 car parking bays provided on the site. Trees shall be selected from the Appendix B - Prescribed Plant Species. 	 A 10m wide landscaped strip is to be provided, however, lacks a sufficient level of detail; and The applicant has been advised that the proposed species to be used in the development is not consistent with the preferred species list. Furthermore, the species list seeks a tiered landscaping outcome which this proposal cannot accommodate for along the front boundary due to APZ bushfire requirements. 	Yes, through conditions of Development Approval, detailed landscaping plans shall ensure tree species comply.
Built Form Character and Detail		
Building frontage and entry		
The front elevation must be designed to address the street and to provide a corporate image and an inviting entrance;	The entry is clearly identifiable at street level. The main administration area and car parking provides a formal entry;	Yes
Architectural form, and character must avoid large unrelieved expanses of wall or roof;	The proposal incorporates large expanses of wall due to the nature and size of the warehouse structures;	Yes
 Where more than one building is planned for a site, their design must result in the creation of a group of integrated buildings presenting a harmonious image; The main entrance is to be 	 Through the use of a mix of materials including colorbond, various white and copper themed cladding, textures and glazing, the façade is considered consistent with modern industrial scale developments; 	
on the front elevation or close to the front of the building, clearly visible from the street; and	The administration entry is clearly identifiable, at the front of the building addressing the street;	Yes

General Development Provisions	Provided	Compliance			
Built Form Character and Detail	Built Form Character and Detail (cont)				
Entrance points to buildings are to be designed as focus points and must provide protection for pedestrians by means of a substantial integrated building element such as a veranda, canopy or colonnade.	The entry provides a covered canopy element.	Yes			
Materials, Finishes and Colour					
Broad facades of uniform material are to be broken down into sections to create variety and interest. The aim is to give an impression of top, middle and bottom by girding, colour contrast, material variation or use of bracing, roller doors etc.	The design intent incorporates a mix of materials including concrete panels at ground floor, colorbond panels, cladding, and some articulation through windows and defined entries and roller doors.	Yes			
Plant and Equipment	Plant and Equipment				
All plant and equipment should be screened or remote from public areas, particularly from the street. The exception to this may be where stacks or ductwork that is necessary, is used as a 'design element'.	Fire pumps and a water tank is proposed to the northern boundary within the landscaped area.	Yes			
Outbuildings and Other Structu	res				
Where there are numerous separate buildings on the site, the design of each should be considered with the whole of site' planning so that they may present as an integrated development; where possible, future expansion and staging should be considered so as to integrate these buildings. Also, use of colours, form and materials should be consistent amongst all these buildings.	The proposal incorporates two large warehouse structures and incidental administration building. The siting and theming throughout presents as a unified development.	Yes			

The design is considered suitable in the context of the future site.

Planning Policy 3.3.14 - Bicycle Parking and End-of-Trip Facilities (PP3.3.14)

PP3.3.14 facilitates 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.

Bicycle parking requirement

The requirement for short-term parking is not considered to serve any benefit, and for that reason only the requirement for long-term was applied (i.e. employees).

The proposed development requires the provision of 8.1, (being 9 rounded up to the nearest whole number as required by PP3.3.14) long-term bicycle parking spaces. The proposed development provides parking for six (6) bicycles on the southern end of the administration building, with convenient access to female and male amenities.

The development will be located within an industrial area, where access to the site by employees is likely to be predominantly by private vehicle. Provision of three (3) bicycle racks with six (6) bays is considered sufficient. A condition requiring the provision of minimum of six (6) long term bicycle parking spaces is recommended.

Planning Policy 3.4.3 - Urban Water Management (UWMP) (PP3.4.3)

A Stormwater Management Plan was not submitted as part of the Development Application, nor is there any mention regarding management principles in the Application.

Whilst the UWMP is yet to be approved for the subdivision, the City holds concerns with the development site's ability to contain stormwater on site, due to the significant amount of hardstand and impervious surface proposed.

A Stormwater Management Plan will be required as a condition of Development Approval (as requested by the Applicant). Should the strategy in the Stormwater Management Plan fail to satisfy DWER advice and PP3.4.3, the Applicant will be required to investigate alternatives.

e. Financial

Nil

f. Legal and Statutory

<u>Planning and Development (Local Planning Scheme) Regulations 2015 (Planning Regulations)</u>

Clause 67 of the Planning Regulations outlines matters to be considered by the decision maker in determining this application. Where relevant, these matters are discussed throughout this report.

Town Planning Scheme No.2 (TPS2)

Clause 3.2 - Zoning Table

The subject site is zoned "General Industry" in TPS2. The proposed development is consistent with the land use of Industry, meaning:

"premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes:

- (a) the storage of goods;
- (b) the work of administration or accounting;
- (c) the selling of goods by wholesale or retail;
- (d) the provision of amenities for employees;
- (e) incidental purposes".

More specifically, the proposal can be further defined as 'Industry - General':

"Industry - General: means an industry other than a cottage, extractive, general (licensed), hazardous, light, noxious, rural or service industry."

An 'Industry- General' land use is not permitted ('D') unless the local government has exercised its discretion by granting Development Approval.

The Applicant has confirmed that no galvanising is proposed as part of the proposal, hence land use is not a Licensed Industry and as such community consultation is not required to be undertaken prior to a decision being made on the proposal.

Clause 4.10.1 - Objectives of Industrial zones

The following objectives apply to Industrial Zoned land within the TPS2 are:

- "(a) to provide for a range of industrial land uses by establishing guiding principles and policies that are environmentally and socially acceptable;
- (b) to encourage and facilitate the establishment of attractive and efficient industrial areas ensuring that acceptable levels of safety and high standards of amenity are provided through the application of appropriate landuse, design and landscaping controls; and

(c) to ensure that industrial areas are developed in a manner which has due regard to potential industries and their infrastructure needs, and that adjacent urban areas are not subjected to pollution and hazards."

The proposed development is considered consistent with the objectives of the Industrial zone.

Clause 4.10.2 - Form of Development

In considering an application for Development Approval, the decision maker shall have regard to the following:

- (a) promotion of a high standard of building development, landscaping and working environment;
- (b) protection of the amenity of adjacent residential and open space areas;
- (c) management of drainage systems and land uses to promote groundwater conservation; and
- (d) to ensure safe movement of vehicular and pedestrian traffic in the area."

The proposed development is subject to assessment against PP3.3.8 which details specific design and landscape requirements for the ERIP which the site is located. The development generally addresses the relevant requirements of the PP3.3.8, as outlined previously in the Policy section of this report, with the exception of providing the ability to provide transitional vegetation along the development frontage resultant from the perused APZ standards.

Submission of and assessment of a detailed SMP will provide the level of detail required to demonstrate that drainage can be managed on site without impact to the drainage basin south of the development site or onto the local road network.

Clause 4.10.3 - Parking

TPS2 requires the provision for the on-site parking of vehicles for all development on Industrial zoned land in accordance with the provisions of Clause 4.15 and Table No.2. The development requires the provision of 90 car parking spaces, and 93 are provided as part of the proposal.

The development complies with the car parking requirements.

Clause 4.10.4 - General Development Provisions

Clause 4.10.4 provides for development provisions on all Industrial zoned land within the City. The provisions outlined below are considered in relation to the proposed development.

General Development Provisions	Provided	Compliance
Facade		
The facades of all buildings visible from the primary road or open space area shall be of masonry construction or any other material approved by the Local Government in respect of the ground floor level, provided that if concrete panels are used, such panels must have an exposed aggregate or textured finished. The second floor level or its equivalent may be constructed of any other material in accordance with the Building Code of Australia and to the satisfaction of Local Government.	The facades visible from the future road of the development will incorporate a mix of materials, including concrete panels at ground level. The design intent of the development is considered consistent with modern industrial developments. The development will not detract from the primary frontage of the industrial precinct, being Day Rd.	Yes

PAGE 34

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 development is an industrial type land use. The context of the surrounding locality is for a mix of industry land uses. The proposed development is considered compatible with the existing surrounding context of the locality.

The development "leans" on the clearance of conditions associated with the Subdivision Approval to create the development site, as well as construction of the internal access road and formalising bushfire management across the site. Specific details relating to on-site stormwater management have not been provided by the Applicant, despite being requested by the City. Additionally, the details in respect of landscaping require further refinement to ensure there are no conflicts between the approved bushfire management as part of the Subdivision Approval and the allowable landscape treatments.

The City is satisfied that these matters can be addressed by conditions of Development Approval and as such, it is recommended that the application be conditionally approved.

A transfer of land ownership occurred during the latter stages of the City's assessment of the DAP application. The landowner at the time of lodgement was Mrs M E Pike, with the City confirming that settlement on the sale of the land to Rockingham 1 Pty Ltd occurred on 25 October 2021.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **ADOPTS** the Responsible Authority Report for a proposed Industrial Development located on a portion of Lot 1 (No.27) Day Road, East Rockingham, contained as Attachment 1 as the report required to be submitted to the Presiding Member of the Metro-Outer Joint Development Assessment Panel pursuant to Regulation 12 of the *Planning and Development (Development Assessment Panels) Regulation 2011.*

Committee Recommendation

Moved Cr Jones, seconded Cr Buchan:

That Council **ADOPTS** the Responsible Authority Report for a proposed Industrial Development located on a portion of Lot 1 (No.27) Day Road, East Rockingham, contained as Attachment 1 as the report required to be submitted to the Presiding Member of the Metro-Outer Joint Development Assessment Panel 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/21/02074 and accompanying plans:

- 1. All development must be carried out in accordance with the approved plans as listed below:
 - Site Development Plan Drawing No A.03, dated 12 August 2021;
 - Administration Office and Workshop Amenities Plan Drawing No A.04; dated 12 August 2021;
 - Warehouse/Manufacturing Plan Drawing NoA.05; dated 12 August 2021;
 - Enlarged Administration Office Street East Elevation Drawing No A.06; dated 12 August 2021; and

- East, West, North, South Elevation B Drawing No A.07; dated 12 August 2021.
- save that, in the event of an inconsistency between the approved plans and a requirement of the conditions set out below, the requirement of the conditions shall prevail.
- 2. Prior to applying for a Building Permit, 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 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.
- 3. Prior to the commencement of works a Construction Management Plan must be submitted and approved by the City of Rockingham. The Construction Management Plan shall include, but not be limited to, the following:
 - (i) A Dust, Noise and Vibration Management Plan;
 - (ii) Detail how access roads to and all trafficable areas on the site/s will be treated and maintained to prevent or minimise the generation of airborne dust;
 - (iii) How any stockpiles on site/s are to be managed;
 - (iv) Construction waste disposal strategy and location of waste disposal bins;
 - (v) How materials and equipment will be delivered and removed from the site/s; and
 - (vi) Parking arrangements for contractors.

All works must be carried out in accordance with the approved Construction Management Plan and maintained at all times, for duration of the development.

- 4. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures must 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. The carpark must:
 - (i) provide a minimum of 90 car parking spaces;
 - (ii) be designed, constructed, sealed, kerbed, drained and line marked in accordance with User Class 1A for staff parking, User Class 2 for visitor bays, User Class 4 for universal bays of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to commencement of development;
 - (iii) provide two (2) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed 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 clearly marked prior to the development being occupied and maintained thereafter;
 - (v) have lighting installed, prior to the occupation of development;
 - (vi) any semi-trailer parking bays shall be clearly line marked and designed in accordance with AS2890.2 for the purposes of parking trailers only at all times; and
 - (v) confine all illumination 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.
- 6. Prior to applying for a building permit, the Applicant must submit full detailed engineering drawings showing the various pavement types and cross sectional profiles to be adopted across the entire development site and adjoining road reserves, for review and approval by the City of Rockingham.

- 7. Crossovers shall be designed and constructed in accordance with the City's *Commercial Crossover Specifications*.
- 8. Pavement markings and signage shall be provided at the vehicular crossover locations, to clearly delineate the intended traffic flow within the site as follows:
 - (i) Restricted exit only for heavy vehicles at the most northern crossover;
 - (ii) Full movement entry and exit only for heavy vehicles at the drive-through crossover. No access permitted to staff or visitor vehicles;
 - (iii) Full movement entry and exit for staff and visitor vehicles only at the crossover for the administration building;
 - (iv) Full movement entry and exit for staff vehicles at the southern-most crossover; and
 - (v) Restricted entry only for heavy vehicles at the southern-most crossover.
- 9. In accordance with City of Rockingham Planning Policy 3.3.14 Bicycle parking and End of Trip Facilities, six (6) 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.
- 10. The buildings must be designed, constructed and maintained to BAL- 29 as specified in Australian Standard AS3959-2009: Construction of Buildings in Bushfire-Prone Areas (AS3959). The building must be maintained in accordance with the specified requirements of the BAL for the duration of the development.
- 11. Prior to occupation of the development, the Asset Protection Zone (APZ), as depicted in the approved Bushfire Management Plan of the Western Australian Planning Commission Subdivision Approval issued (Ref 161809) must be installed on the site. The APZ must not place reliance or impositions on the management of the adjoining Conservation Area (Reserve ID R/52979 Alumina Reserve), be maintained in accordance with these requirements and in a good and safe condition for the duration of the development.
- 12. No vegetation within the Conservation Area (Reserve ID R/52979 Alumina Reserve) shall be removed or disturbed during development works, including any secondary impacts from works to provide infrastructure and drainage.
- 13. No battering, fill or waste shall be deposited within the Conservation Area (Reserve ID R/52979 Alumina Reserve). The landowner/applicant must immediately report any fill or construction waste that is deposited within the Conservation Area (Reserve ID R/52979 Alumina Reserve) to the Department of Biodiversity, Conservation and Attractions.
- 14. Prior to applying for a Building Permit, a Waste Management Plan must be prepared and include the following detail to the satisfaction of the City of Rockingham:
 - (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.

All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.

- 15. Prior to applying for a Building Permit, bin storage area/s must be designed with a size suitable to service the development and screened from view of the street to the satisfaction of the City of Rockingham. The bin storage area/s 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.
- 16. Prior to applying for a Building Permit, a Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

- (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;
- (iv) those areas to be reticulated or irrigated;
- (v) the provision of shade trees at a ratio of 1 tree per 4 car bays;
- (vi) use of species consistent with the prescribed plant species list in the East Rockingham Development Guidelines;
- (vii) fencing type, height and alignment, demonstrating that the street frontage fencing is located behind the extent of the Landscaped setback area;
- (viii) as required by the Subdivision Approval issued by Western Australian Planning Commission dated 15 August 2021, a fence restricting vehicle, pedestrian, stock access to the Reserve ID R/52979 - Alumina Reserve is to be constructed on the Reserve boundary and is to be maintained at all times;
- (ix) internal footpath and kerb ramps providing linkages between car parking areas to the main office, including any proposed lighting; and
- (x) proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas.

The landscaping (including all verge landscaping) must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

- 17. Materials, sea containers, goods or bins must not be stored within the carpark areas at any time. Car parks shall remain freely accessible at all times.
- 18. The open air storage area shall not be used for the storage of flammable materials or liquids at any time, unless further approval is obtained.

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 fresh application for Development Approval must be submitted to the City.
- 2. In relation to Condition 3, dust management is to be in accordance with the Department of Environment and Conservation Guideline: A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities.
- 3. The proponent is advised that this approval is not a building permit, which constitutes a separate legislative requirement. Prior to any building work commencing on site, a building permit must be obtained.
- 4. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant and owner should liaise with the City's Building Services in this regard.
- 5. With respect to the Landscape Plan and Stormwater Management Plan, the applicant is to liaise with the City's Land Development and Infrastructure Services in this regard.
- 6. All works in the road reserve, including construction of a crossover or footpath and any other 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 Land and Development Infrastructure Services and Engineering Services in this regard.
- 7. The disposal of wastewater into the Water Corporation's sewerage system must be with approval of the Water Corporation; the applicant and owner should liaise with the Water Corporation in this regard.
- 8. The development must comply with the Environmental Protection (Noise) Regulations 1997; contact the City of Rockingham's Health Services in this regard.

PAGE 38

9. All vehicle access to the site via Lodge Drive must be provided by the internal access road to be constructed prior to occupation of the development pursuant to the Subdivision Approval issued by WAPC (ref 160809).

Committee Voting (Carried) - 6/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

14.	Reports of Councillors
	Nil
15.	Addendum Agenda
	Nil

16. Motions of which Previous Notice has been given

Engineering and Parks Services

Engineering and Parks Services Directorate



Reference No & Subject: EP-020/21 Notice of Motion - Stakehill Road

Baldivis

File No: CPM/113-06

Proponent/s: Cr Hayley Edwards

Author: Mr Manoj Barua, Manager Technical Services

Other Contributors: Mr Brett Ashby, Manager Strategic Planning and Environment

Date of Committee Meeting: 15 November 2021

Previously before Council:

Disclosure of Interest:

Nature of Council's Role in this Matter:

Site:

Lot Area:

LA Zoning:

MRS Zoning:

Attachments:

Maps/Diagrams:

Executive

Purpose of Report

To respond to the following Notice of Motion from Cr Edwards:

"That Council:

- DIRECTS the CEO to write to the Minister of Planning to expedite the expansion and realignment of the Stakehill Road Reserve, via the Metropolitan Region Scheme Amendment, highlighting the importance of the safety issues faced by residents at Stakehill Road.
- 2. DIRECTS the CEO to undertake a Road Safety Audit for the intersection of Stakehill Road and Ukich Place, Baldivis once the 2021 Accident Data is received. The Road Safety Audit is to include an assessment of the installation of crash barriers adjacent to Lot 41 (No.4) Ukich Place, Baldivis for the protection and safety of road users. A report is to be provided to Council in December 2022 advising the outcome of the Road Safety Audit.

Alwards.
Presiding Member

PAGE 41

3. DIRECTS the CEO to prepare a report, upon gazettal of the MRS Amendment for Stakehill Road, investigating the merits undertaking an upgrade of the road to inform the City's Business Plan. Such report is to consider the costs and benefits of such an upgrade, mechanisms for delivery of the upgrade, and potential funding sources."

Background

Notice of Cr Edward's proposed motion was given at the October 2021 Ordinary Council meeting and the following reasons were given in support:

"Stakehill Road is an east-west running District Distributor Road in Baldivis connecting two major north-south running roads, Mandurah Road and Baldivis Road.

There are several horizontal and vertical curves (bends and crests) present along the full length of the road. There has been a total of 20 recorded crashes between 2016 and 2020 in the section that is operating under 80km/hr. The crashes included three hospital admissions, five occasions of medical assistance and 12 assets damaged without personal injury.

The City has received notification of several safety concerns from the residents. Based on the residents' concerns and the safety history, the City arranged an independent Road Safety Inspection (RSI) for the road. The RSI recommended several measures, including the review of speed limits of the road. The City has actioned all the recommendations now including requesting a speed limit reduction from 80km/hr to 70km/hr which has now been implemented.

City officers, Cr Davies and I met with residents on site in September 2021 to discuss alternate avenues to address residents' safety concerns.

It's accepted that the realignment of Stakehill Road will address many of the issues which is dependent on the Metropolitan Region Scheme Amendment.

Another alternate safety avenue is to investigate the installation of crash barriers adjacent to Lot 41, (No.4) Ukich Place. The RSA will include all possible safety recommendations for the intersection of Stakehill Road and Ukich Place."

Details

In February 2016, the Council considered a proposed Structure Plan (Karnup Phase One), prepared on behalf of DevelopmentWA over the former pine plantation and Baldivis Explosives Reserve Facility at Lots 316 and 1340 Stakehill Road, Karnup. The Council recommended that the Structure Plan be approved subject to various modifications.

Following the Council's decision, the City received a further submission from landowners located nearby to the subject site, seeking changes to the proposed configuration of Stakehill Road, as well as other planning matters. The submission was forwarded to the Western Australian Planning Commission (WAPC) for its consideration.

In subsequent discussion with the Department of Planning, Lands and Heritage (DPLH), City Officers advocated for expansion of the Stakehill Road reserve to enable construction of the planned dual carriageway to the south of the existing road (between Eighty Road and Baldivis Road), which would retain the existing road as a local road servicing the Rural and Special Rural zoned land to the north.

The Structure Plan was withdrawn in 2017 and did not proceed to approval.

In 2018, the DPLH commenced a Road Reservation Study for Stakehill Road (Ennis Avenue to Baldivis Road), as well as a portion of Baldivis Road (Stakehill Road to Karnup Road) and Karnup Road (Baldivis Road to the Kwinana Freeway). The Road Reservation Study was intended to support future amendments to the Metropolitan Region Scheme to ensure suitable land was reserved to support regional road requirements in the future. The Road Reservation Study has been completed and it is understood that the DPLH is in the process of preparing a draft amendment to the Metropolitan Region Scheme in order to request that the WAPC amend portions of the reserve. Outcomes of the Study have not been made public at this time.

In 2020, a Planning Control Area (PCA) was declared over portions of land adjoining Stakehill Road in order to protect land from development that may be required for expansion of the road reservation. A PCA is typically a precursor to a Metropolitan Region Scheme Amendment.

The City arranged an independent Road Safety Audit (RSA) for the road in 2019. The RSA recommended a number of measures, including the review of speed limits of the road, improvements in signs and linemarking and improvement of sight distances by tree pruning. The recommended actions have been fully implemented including a reduction to the speed limit from 80km/hr to 70km/hr on 20 September 2021.

Implications to Consider

a. Consultation with the Community

The City has been in communication with the residents of Stakehill Road for some years. The City's Director Engineering and Parks Services and Manager Technical Services met the residents and the Baldivis Ward Councillors on site on 8 September 2021 to discuss the residents' concerns and to explain the actions taken so far and possible actions for future.

Responsibility for community consultation with respect to any proposed changes to the Metropolitan Region Scheme Reservation rests with the Department of Planning, Lands and Heritage.

b. Consultation with Government Agencies

Responsibility for consultation with government agencies with respect to any proposed changes to the Metropolitan Region Scheme Reservation rests with the Department of Planning, Lands and Heritage.

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 Objective: Infrastructure Planning - Plan and develop sustainable and safe

infrastructure which meet the current and future needs of the City's

growing population.

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

Nil

e. Financial

The cost of the road safety audit is expected to be between \$3,000 and \$5,000 and will be funded through the City's 2022/2023 operational budget.

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

Given the concern expressed by nearby residents with respect to uncertainty over the future configuration of Stakehill Road, Recommendation 1 of the Notice of Motion to write to the Minister of Planning to expedite the expansion and realignment of the Stakehill Road Reserve, via the Metropolitan Region Scheme Amendment, highlighting the importance of the safety issues faced by residents at Stakehill Road, is supported.

Confirmed at a Planning and Engineering Services

Committee meeting held on Monday 13 December 2021

Main Roads WA (MRWA) provides five years crash data to every metropolitan local government every March/April. The current dataset available to the City is for the years between 2016 and 2020.

The crash data for 2021 is expected to be available to the City around April 2022. The City supports undertaking another Road Safety Audit in 2022 for the intersection of Stakehill Road and Ukich Place, Baldivis. As the road safety audit is independent and based on the accident data, it is not considered appropriate to predetermine what may be recommended. It is noted that the road safety audit will consider the installation of crash barriers adjacent to Lot 41 (No.4) Ukich Place, Baldivis if the nature of the accidents is consistent with that being an appropriate recommendation.

The recommendations of the Road Safety Audit will be reported by December 2022.

The City also supports presenting a separate report to Council in due course after the gazettal of the MRS Amendment for Stakehill Road; investigating the merits undertaking an upgrade of the road to inform the City's Business Plan. The report will consider the costs and benefits of such an upgrade, mechanisms for delivery of the upgrade, and potential funding sources.

Recommendation 2 is supported with modifications as follows:

2. **DIRECTS** the CEO to undertake a Road Safety Audit for the intersection of Stakehill Road and Ukich Place, Baldivis once the 2021 Accident Data is received. The Road Safety Audit is to include an assessment of the installation of crash barriers adjacent to Lot 41 (No.4) Ukich Place, Baldivis for the protection and safety of road users. A report is to be provided to Council in December 2022 advising the outcome of the Road Safety Audit. The recommendations of the Road Safety Audit will be reported by December 2022.

Recommendation 3 is supported.

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

- DIRECTS the CEO to write to the Minister of Planning to expedite the expansion and realignment of the Stakehill Road Reserve, via the Metropolitan Region Scheme Amendment, highlighting the importance of the safety issues faced by residents at Stakehill Road.
- 2. **DIRECTS** the CEO to undertake a Road Safety Audit for the intersection of Stakehill Road and Ukich Place, Baldivis once the 2021 Accident Data is received. The recommendations of the Road Safety Audit will be reported by December 2022.
- 3. **DIRECTS** the CEO to prepare a report, upon gazettal of the MRS Amendment for Stakehill Road, investigating the merits undertaking an upgrade of the road to inform the City's Business Plan. Such report is to consider the costs and benefits of such an upgrade, mechanisms for delivery of the upgrade, and potential funding sources.

Notice of Motion from Cr Edwards

That Council:

- 1. **DIRECTS** the CEO to write to the Minister of Planning to expedite the expansion and realignment of the Stakehill Road Reserve, via the Metropolitan Region Scheme Amendment, highlighting the importance of the safety issues faced by residents at Stakehill Road.
- 2. DIRECTS the CEO to undertake a Road Safety Audit for the intersection of Stakehill Road and Ukich Place, Baldivis once the 2021 Accident Data is received. The Road Safety Audit is to include an assessment of the installation of crash barriers adjacent to Lot 41 (No.4) Ukich Place, Baldivis for the protection and safety of road users. A report is to be provided to Council in December 2022 advising the outcome of the Road Safety Audit.

Hollwards.
Presiding Member

3. **DIRECTS** the CEO to prepare a report, upon gazettal of the MRS Amendment for Stakehill Road, investigating the merits undertaking an upgrade of the road to inform the City's Business Plan. Such report is to consider the costs and benefits of such an upgrade, mechanisms for delivery of the upgrade, and potential funding sources.

Committee Recommendation

Moved Cr Edwards, seconded Cr Wormall:

That Council:

- 1. **DIRECTS** the CEO to write to the Minister of Planning to expedite the expansion and realignment of the Stakehill Road Reserve, via the Metropolitan Region Scheme Amendment, highlighting the importance of the safety issues faced by residents at Stakehill Road.
- 2. **DIRECTS** the CEO to undertake a Road Safety Audit for the intersection of Stakehill Road and Ukich Place, Baldivis once the 2021 Accident Data is received. The recommendations of the Road Safety Audit will be reported by December 2022.
- 3. **DIRECTS** the CEO to prepare a report, upon gazettal of the MRS Amendment for Stakehill Road, investigating the merits undertaking an upgrade of the road to inform the City's Business Plan. Such report is to consider the costs and benefits of such an upgrade, mechanisms for delivery of the upgrade, and potential funding sources.

Committee Voting (Carried) - 6/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

17.	Notices of Motion for Consideration at the Following Meeting
	Nil
18.	Urgent Business Approved by the Person Presiding or by Decision of the Committee
	Nil
19.	Matters Behind Closed Doors
	Nil
20.	Date and Time of Next Meeting
	The next Planning and Engineering Services Committee meeting will be held on Monday 13 December 2021 in the Council Chambers, Council Administration Building, Civic Boulevard, Rockingham. The meeting will commence at 4:00pm.
21.	Closure
	There being no further business, the Chairperson thanked those persons present for attending the Planning and Engineering Services Committee meeting, and declared the meeting closed at 4:39pm .