

# BUNBURY DEVELOPMENT COMMITTEE

Growing Bunbury into WA's vibrant second city

## Outcomes from Glen iris District Structure Plan Community Forum (Phase 1 of Community Consultation)

held between 6.30pm & 8.30pm at the Picton Primary School  
Monday the 24<sup>th</sup> of August 2020

### Attendance:

- 45 residents
- 4 City of Bunbury Councillors:
  - Councillor Todd Brown
  - Councillor Kris Plumb
  - Councillor Betty McCleary
  - Councillor Tresslyn Smith
- 10 Government/Agency Representatives:
  - Don Punch MLA
  - Robyn Fenech - Chair, Bunbury Development Committee
  - Marion Dandridge – Planning Manager, Department of Planning, Lands & Heritage
  - Amber Fabry - Regional Executive Director, Department of Communities
  - Rob Barnsley – Director South West Operations, Main Roads WA
  - Gary Barbour – Director Sustainable Communities, City of Bunbury
  - Owen McLean – Principal Road Planning Manager, Main Roads WA
  - Krish Seewraj – Planning Advice Program Manager, Department of Water and Environmental Regulation
  - Matthew Young – Principal Planner Major Projects, City of Bunbury
  - Andrew McRobert – Project Manager, Bunbury Development Committee



**Don Punch** provided an introduction thanking everyone for their attendance. He explained the presence of representatives from the various Government agencies. Don explained that the District Structure Plan was being progressed and that the community's input was important.

Don mentioned the intent to hold a community "blank paper" workshop in approximately 4 weeks – to be planned and advertised. He also identified some of the key issues:

- Bushfire Management.
- Conservation (requiring better management of bushland and associated fire risk).
- Concerns regarding the proposed roundabout at the southern end of Vittoria Road and South Western Highway.



**Julie Hillier** (facilitator) acknowledged the original indigenous owners of the land and provided a run-down on the programme for the evening as well as a description of the 'Engagement Model'.

**Andrew McRobert** (on behalf of the Bunbury Development Committee and Department of Planning, Lands and Heritage) provided a brief description of the work that had been required to get to this phase, the Structure Plan process and emphasised that the community, through the formal process, would be provided with an additional chance to provide comment.

**Matt Young** (City of Bunbury) discussed:

- Council currently preparing a 'Housing Strategy'.
- The City's current 'Infill potential'.
- The various studies and plans that had previously been prepared for the Glen Iris locality including:
  - Moorlands Stage 1 Structure Plan;
  - Glen Iris Structure Plan;
  - Jubilee Road Structure Plan;
  - Wimbridge Precinct Structure Plan;
  - South Moorlands Structure Plan.
- The review of the Bunbury Port Structure Plan.
- The impacts of planning for the Bunbury Outer Ring Road, Wanju and Waterloo.
- Urban and Industrial Expansion areas.
- Other issues including:
  - Connecting Glen Iris to surrounding areas;
  - Planning for bushfire protection;
  - Flora, fauna, wetlands and flood protection;
  - Traffic conflicts, road capacity and public transport;
  - Recreation and community facilities;
  - Buffers to port and industry;
  - Neighbourhood centre;
  - Quality urban design;
  - Bunbury Farmers Market and school conflicts; and,
  - The range of ideas and concerns addressed at the Glen Iris Street Meet in December 2018.

**Krish Seewraj** (Department of Water and Environmental Regulation):

- showed flood mapping indicating:
  - the extent of the flooding from the Preston River during a 100-year event;
  - the land to the east which is protected by a levee bank managed by the Water Corporation;
  - the land to the south, where there is no levee bank, which is higher than the river flooding.
- advised that:
  - while the levee bank is intact this entire area is safe from flooding;
  - if the levee bank fails and flood water gets behind them, the lower land in the area proposed to be developed will flood;
  - the Greater Bunbury Region Scheme 'Floodplain Management Policy' was developed to manage this risk and;
    - the grey area within the above Policy Map cannot be developed as it is needed to allow the flood water to escape across the Forrest Highway; and,
    - the yellow area can be developed if flood modelling shows filling of the land does not increase the risk to existing areas;
  - an option currently being considered is for the land east of the levee bank to be filled, making them redundant and preventing the risk of them failing. This would allow more land to become available for development.

**Owen McLean** (Main Roads WA) advised on the detailed modelling that Main Roads WA had engaged in to assist with the District Structure Plan.

Owen explained:

- the necessity for staging of the Glen Iris District Structure Plan (Stages 1 and 2) given the complexities relating to the Stage 2 area;
- the broader context that needed to be considered;
- the limitations on current access into the Structure Plan area including the barrier presented by the Preston River;
- the results that the modelling was indicating which suggested very high traffic volumes on Forrest Highway along the northern boundary of the structure plan area;
- the fact that the Vittoria Road/Forrest Highway intersection was already at capacity;
- the necessity to investigate alternative entry and exit points (e.g. a relocated northern access and an east-west link road to Robertson Drive);
- the option currently being explored in relating to an 'at grade' intersection of the relocated northern access and Forrest Highway. Owen demonstrated the size of the required intersection with a comparison between the Leach Highway and Murdoch Drive intersection in the Metropolitan area; and
- the intention to develop a roundabout at the South Western Highway/Vittoria Road intersection.



### Community Feedback:

Issues raised and addressed during the community 'Q and A' session are summarised as follows:

- The Stage 1 Structure Plan would take approximately 6 to 9 months from now to be finalised;
- The Stage 2 area was likely to be progressed approximately 6 months following Stage 1 but was subject to:
  1. Department of Communities priorities/future role; and,
  2. Issues still requiring further investigation including access, drainage, bushfire management and conservation;
- Location of a bus stop at the top of a hill in Jeffery Road – considered very dangerous.

- A number of internal roads were being used as a drag strip at night – requires better traffic management, policing and better street lighting. Jeffrey and Woodley Roads and Scarlett and Orchid Drives in particular were identified as 'drag strips' and in need of good traffic calming measures (e.g. speed humps).
- Concerns raised by residents around feedback from police that unless offenders could be filmed that there was little that could be done. Concerns that a death(s) will occur before too long.
- Don Punch advised that:
  1. he would speak with the police to raise concerns; and
  2. investigate the potential relocation of the bus stop.
- A number of comments/questions were raised in relation to the bushland area as follows:
  1. Opposition to development with a preference for conservation;
  2. Urgent necessity to prepare fire management plans;
  3. Fencing of the area required to better control illegal access and activities;
  4. Boardwalks/walk trails required to assist with better access management.
- Children have very few accessible play areas.
- More and better quality footpaths required.
- Entry into Glen Iris is considered very poor. Need attractive entry statement as provided in many other areas. Suggestion was made to BDC Project Manager ahead of meeting that a water feature with a fountain should be created near the Glen Iris sign.
- A question was raised regarding the noise generated from Forrest Highway and whether or not any standards applied regarding road surfacing. Rob Barnsley advised that different surfacing was provided subject to traffic volumes and speed environments. Rob to investigate.
- A question was raised as to the ability to record traffic counts and speed on internal roads. Suggestion was made that the City investigate any data available.
- Comment made in relation to Snakewood Bend and the inability to "see around the corner".
- Comment made in relation to ability to hear animals being killed at the existing abattoir. Further development of the facility would be likely to exacerbate problem.
- Noise from Cube raised as a concern.
- Smells from Wren Oil raised as a concern.
- Matthew Young explained that buffers were currently provided for under the City's Local Planning Scheme No 8 and that a lot of the Stage 2 area was already reserved (e.g. Regional Open Space) under the Greater Bunbury Region Scheme.
- Future development needs to cater for 'Sports and Recreation' activities.
- Concerns expressed in relation to a house on Jeffery Road that was considered to impact on amenity. Question raised with the City as to "What's happening with it?".
- Councillor Plumb suggested that a link road be considered through Mr Piacentini's land to "supersede" Vittoria Road.
- Questions were raised in relation to the Farmer's Market:
  1. As to why access is not limited to just a left turn out manoeuvre onto Vittoria Road down to the roundabout at Jeffery Road to assist in addressing vehicle congestion and stacking.
  2. Why doesn't the Farmer's market provide separate entry and exit points.
- A safety concern was raised with the suggestion that a pedestrian crossing be provided between the Farmer's Market and the car parking area situated opposite.
- Comment made that 'burn outs' are "just too common" and questions asked as to whether:
  1. cameras can be put up;
  2. CCTV could be installed as an option; and,
  3. Whether more speeds signs could be erected including 50km/h (acknowledging that this is the standard speed currently applied in built up areas).

- Comment made that “*all homes in Corkwood Street are Homeswest*” and that this road is damaged and has never been repaired.
- Comment made that street signs get damaged/removed and never get repaired or replaced.
- One resident requested some clarity in relation to Vittoria Road and that “short cutting” through the suburb by external traffic needs to be addressed. Owen McLean explained that road treatments can be utilised to discourage through traffic.
- Owen McLean advised also that the proposed roundabout at South Western Highway and Vittoria Road is approximately 12 to 18 months away with a comment from the audience that this needs to happen sooner.
- Don Punch advised that there is no point allowing more development until traffic management issues are resolved.
- Owen McLean explained that the new access from Forrest Highway would likely be triggered by development proposals – would tip current access over threshold.
- Matt Young mentioned the role of the Bunbury Development Committee and the associated ‘whole of Government’ approach to finding/providing solutions.
- One resident raised concerns in relation to hearing about a tavern proposal on the land situated opposite the Farmer’s Market. Matt Young advised in relation to the zoning of the land and that a range of uses were currently being contemplated by the owners.

**Robyn Fenech** (Chair, Bunbury Development Committee):

- thanked everyone for their input acknowledging the “robust” discussion;
- identified that most issues raised seem to relate to local concerns (e.g. need for better traffic management);
- noted that there seemed to be a general acceptance of the need for an alternative to the existing Vittoria Road/Forrest Highway intersection;
- advised that the agencies were progressing the Structure Plan and that the community’s comments would be taken on board; and
- explained that another opportunity would be provided within approximately 4 weeks for community input.

**Julie Hillier** closed the meeting and thanked everyone for their attendance.