



City of Rockingham

MINUTES

Ordinary Meeting of Council Minutes

Held on Tuesday 24 September 2019 at 6:00pm
City of Rockingham Council Chambers




City of Rockingham
Ordinary Council Meeting
6:00pm Tuesday 24 September 2019



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<p style="text-align: center;">City of Rockingham Ordinary Meeting of Council Minutes Tuesday 24 September 2019 – Council Chambers</p> 		
1.	Declaration of Opening	
	The Mayor declared the Council Meeting open at 6:00pm , welcomed all present, and delivered the Acknowledgement of Country.	
2.	Record of Attendance/Apologies/Approved Leave of Absence	
	2.1 Councillors	
	Cr Barry Sammels (Mayor)	Rockingham Ward
	Cr Deb Hamblin (Deputy Mayor)	Safety Bay Ward
	Cr Matthew Whitfield	Baldivis Ward
	Cr Chris Elliott	Comet Bay Ward
	Cr Mark Jones	Comet Bay Ward
	Cr Joy Stewart	Rockingham Ward
	Cr Andrew Burns	Rockingham Ward
	Cr Leigh Liley	Safety Bay Ward
	Cr Katherine Summers	Safety Bay Ward
	2.2 Executive	
	Mr Michael Parker	Chief Executive Officer
	Mr Bob Jeans	Director Planning and Development Services
	Mr Sam Assaad	Director Engineering and Parks Services
	Mr John Pearson	Director Corporate Services
	Mr Peter Doherty	Director Legal Services and General Counsel
	Mr Michael Holland	Director Community Development
	Mr Peter Varris	Manager Governance and Councillor Support
	Mr Ben Searcy	Manager Human Resource Development
	Mr Peter Le	Senior Legal and Councillor Liaison Officer
	Mr Aiden Boyham	City Media Officer
	Mr Tom Kettle	Administration Officer – Governance and Councillor Support
	2.3 Guest:	
	Mr John Phillips	John Phillips Consulting
	2.4 Members of the Gallery:	16
	2.5 Apologies:	
	Cr Lee Downham	Baldivis Ward
	2.6 Approved Leave of Absence:	Nil

3.	Responses to Previous Public Questions Taken on Notice
	<p>3.1 Mr James Mumme, Shoalwater – Roundabout/Shoalwater Safety Bay Foreshore Masterplan</p> <p>At the Council meeting held on 27 August 2019, Mr Mumme asked the following questions that were taken on notice and the Director Planning and Development Services provided a response in a letter dated 9 September 2019 as follows:</p> <p>I have observed the construction of two new roundabouts on Parkin Street. As a frequent user of Parkin Street I am confused at Council's intention in investing in these roundabouts.</p> <p>Including Railway Terrace and Safety Bay Road there are five intersections on Parkin. The worst congestion is at the Safety Bay end where traffic frequently banks up both along Parkin St and along Pt Peron Road particularly when shifts change at Stirling Base. Even outside of shift changes, traffic travelling east off Pt Peron Road often has to wait to see whether vehicles travelling north on Safety Bay Road are actually going to turn into Parkin St or not. Similarly for traffic going west on Parkin. In 20 years of using that Parkin I have never seen any traffic banking up at any of the five other intersections.</p> <p><u>Question</u></p> <p>1a. How much money has Council contributed to construction of the two new roundabouts and how much has come from other sources?</p> <p><u>Response (provided at the meeting)</u></p> <p><i>The Mayor advised that \$460,000 has been allocated for the construction of the traffic treatments along Parkin Street. The project is fully funded by the City.</i></p> <p><u>Question</u></p> <p>1b. What is the cost for the individual roundabouts?</p> <p><u>Response</u></p> <p><i>The approximate cost for the construction of roundabout at Bell Street is \$200,000 and at Florence Street is \$210,000.</i></p> <p><u>Question</u></p> <p>2. Why has Council decided to construct these two roundabouts and not construct a roundabout at Parkin and Safety Bay Road intersection?</p> <p><u>Response (provided at the meeting)</u></p> <p><i>The Mayor advised that the four way intersections at Florence Street and Bell Street had history of 'right angle' crashes. Roundabouts are highly effective in reducing such crashes. Roundabouts reduces the number of conflicts points and due to the angle of travel path reduces the risk of crashes.</i></p> <p><i>Early investigation suggests that a standard roundabout cannot be constructed at the intersection due to constraints of current road reserve. A project is listed in the 2020/21 Business Plan for investigating improvement options at the intersections of Parkin Street/Safety Bay Road and Point Peron Road/Hymus Street.</i></p> <p><i>The Mayor noted that planning for some of these works had been delayed pending the outcome of the Mangles Bay Marina proposal.</i></p> <p><u>Question</u></p> <p>3. Was Administration at Stirling Base consulted about the decision to put these new roundabouts in and if so, what did they say?</p> <p><u>Response (provided at the meeting)</u></p> <p><i>The Mayor advised Consultation was undertaken with the broader community including the directly affected residents through multiple channels. The City did not directly consult with or receive any feedback from HMAS Stirling.</i></p>

I commend Council's efforts to involve the community in consulting on the Safety Bay/Shoalwater Foreshore Management Plan.

Council reported that the community want "the natural environmental character" of the foreshore "retained and enhanced".

However, I am concerned that this consultation was flawed and is likely to lead to two regrettable outcomes – a path that damages our coastal bush so some people can see the view and Council losing credibility in the eyes of the community's that wants to see our environment retained and protected (Strategic Community Plan 2015-2025).

Last month I asked whether the consultation involved any information about the natural environment of our foreshore. I was told in a letter to me dated 24 July 2019 that information about our soil, plants and animals and climate was "not considered relevant to the exercise".

Question

4. If Council considers that information is irrelevant to community consultation, how can Council consider it is respecting the Community aspiration to "develop a vision, objectives, and actions for biodiversity retention, protection and management"?

Response

The Aspiration quoted in your question is from the City's previous Strategic Community Plan.

Under 'Aspiration 3 – Plan for Future Generations' within the current Strategic Community Plan 2019 – 2029, the relevant Strategic Objective is 'Preservation and management of bushland and coastal reserves: Encourage the sustainable management and use of the City's bushland and coastal reserves'.

Upon considering the Safety Bay Shoalwater Foreshore Master Plan for adoption following community consultation, the Council has an opportunity to determine if the proposed content within the Master Plan satisfies the above Strategic Objective.

In any event, the City remains of the view that the level of detail you have suggested is not appropriate to this form of broad master planning. Should the adopted Master Plan contain proposals that require the removal of existing native vegetation, it will require the approval of the Department of Environment and Water Regulation when the information you have requested will likely form part of the application.

Question

5. There is a contradiction in what the foreshore consultation produced – on one hand residents want the natural environmental character of the foreshore retained and enhanced and on the other some residents want a path constructed through that foreshore that will help to destroy the natural environmental character. Council has already adopted the Design Drivers including this path. How will Council resolve this contradiction? If Council does not see a contradiction, please explain?

Response

The Design Driver requests that the integration of a dual use path in the Shoalwater foreshore be investigated.

The Council has two opportunities to determine if a proposed dual use path in the Shoalwater foreshore (should it be proposed) contradicts other 'Design Drivers'; firstly, in approving a draft Master Plan for public comment, and secondly, when it is referred back for adoption.

This determination will be made upon considering the content of the Officer Report and the comments received during community consultation.

Question

6. In future will Council adopt a community consultation model that ensures that the participants have a better understanding of the issues they are asked to comment on?

Response

There is no intention to do so as the City is confident that its community consultation methods are best practice and that all relevant information is shared and explained.

3.2 Mr Richard Murphy, Baldivis – Footpaths on verges/verge policy

At the Council meeting held on 27 August 2019, Mr Murphy asked the following questions that were taken on notice and the A/Director Engineering and Parks Services provided a response in a letter dated 4 September 2019 as follows:

Question

1. Which side of Overton Lane will the City build a footpath?

Response

The City doesn't have any plans to construct a footpath along Overton Lane at this stage.

Question

2. In respect to the proposed Pedestrian Access Zone of 2 metres clear of obstruction adjacent to the kerb, this may interfere with existing plantings, installations and reticulation. Will the City reinstate damaged reticulation and plantings?

Response

The City will make safe any verge which is disturbed through the construction of municipal works such as footpath installations. This may include the repair of reticulation, re- installation of lawn and plants.

Question

3. What level of consultation is taken with the affected adjoining land owners prior to the construction of a footpath?

Response

All residents affected by future footpath construction works are notified in writing two weeks prior. Feedback received during this period is considered and designs modified if required.

3.3 Mr Sunny Miller, Safety Bay – Synthetic Lawn

At the Council meeting held on 27 August 2019, Mr Miller asked the following question/s that were taken on notice and the A/Director Engineering and Parks Services provided a response in a letter dated 4 September 2019 as follows:

Question

1. Mr Miller referred to the success of the City's native plant giveaway program where 3000 plants were taken up in 3 hours. It speaks well of the community support of native plants on street verges.

Mr Miller expressed the importance of permeability of the soil and noted his objection to 'man-made weed' that is synthetic turf on the environment. In respect to the installation of verge improvement, what level of indemnity will the City be seeking from the applicants to manage the issue of redress for the need to remove improvements, plants etc when a service provider needs to access the verge for works? Will plants be replaced?

	<p><u>Response</u></p> <p>City staff ensure service providers carry out basic verge reinstatement works to make the verge safe and will also request the reinstatement of plants and reticulation. However, public utilities, state government authorities and their authorised contractors have specific responsibilities and rights to access and undertake works on the verge as defined in legislation and codes of practice. The verge will be made safe upon completion of these works, however, there is no requirement for the City or any other service provider to rectify damage to irrigation, planting, turf or hard surfacing after maintenance works have been completed.</p>
4.	Public Question Time
6:01pm	<p>The Mayor opened Public Question Time and invited members for the Public Gallery to ask questions. The Mayor noted that this was the only opportunity in the meeting for the public to ask questions.</p>
4.1	<p>Ms Simone Ireland, Port Kennedy – Community Infrastructure Plan – Youth Facilities</p> <p>The Mayor invited Ms Ireland to present her questions to the Council. Ms Ireland asked the following questions:</p> <ol style="list-style-type: none"> Ms Ireland referred to the inclusion of a centre for youth in the Community Infrastructure Plan and questioned the decision to locate it in the Rockingham CBD given the youth demographics across the City. <p>How many square metres of the proposed Youth Centre is reserved for youth access versus City Officer office space? Will the Council consider reviewing the Community Infrastructure Plan to invest \$2 million into our youth across the district as the population indicates, as opposed to one location?</p> <p><i>The Mayor took the question on notice.</i></p> <ol style="list-style-type: none"> Ms Ireland noted that expenditure for infrastructure is predominantly in Baldivis to respond to rapid growth but there is dissatisfaction in other areas of the City regarding lack of infrastructure investment. There could be potentially 6 new Councillors on Council next month who have not had the opportunity of input into the Community Infrastructure Plan. <p>I would like to ask the Council to consider deferring its decision on the Community Infrastructure Plan until such time as the new Council can review the Plan and offer alternatives for a decision by a Council that will be duly elected by its residents next month, and rightly who will be required to answer to the community regarding the Community Infrastructure Plan and spend.</p> <p><i>The Mayor advised that the matter is on the agenda for Council consideration later in the meeting at which time Council can consider such request, however the current Councillors have been privy to all the briefings in respect to the preparation of the Community Infrastructure Plan and are best placed to make a decision.</i></p>
4.2	<p>Mr Sunny Miller, Safety Bay – New City Website/Verge Policy/Cat Local Law</p> <p>The Mayor invited Mr Miller to present his questions to the Council. Mr Miller asked the following questions:</p> <p>Mr Miller congratulated the City on its new website layout, it made finding the information he required very easy.</p> <ol style="list-style-type: none"> In respect to the Verge Development Policy and associated Local Law, what does the term 'Tidy Fashion' mean to the City?

	<p><i>The Mayor referred the question to the Director Engineering and Parks Services, Mr Assaad.</i></p> <p><i>Mr Assaad advised that while subjective, the term suggests that the verge is kept neat and without rubbish etc.</i></p> <p>2. In respect to the report on the Verge Development Policy under 'Financial Implications' there is a cost of \$8,000 for 'collateral'. What is 'collateral'?</p> <p><i>Mr Assaad advised that it relates to printing brochures, guidelines and other information/promotional material.</i></p> <p>3. Further to the Verge Development Policy report, what does a 'free draining base' mean in relation to the installation of synthetic lawn? Is synthetic lawn able to drain?</p> <p><i>Mr Assaad advised that granular material such as sand and some types of gravel can be used as a base for synthetic lawn. Generally synthetic lawn has holes for drainage purposes.</i></p> <p>4. Can the City advise the major retailers of synthetic lawn such as Bunnings that approval is required for its installation etc?</p> <p><i>The Mayor referred the question to the CEO, Mr Parker.</i></p> <p><i>Mr Parker advised that the City's Policy applies to street verges only and property owners are not restricted in its use on their private property. The City is unable to direct major retailers in what they can/cannot sell.</i></p> <p>5. In respect to the amendments to the Dogs and Parking Local Laws there was commentary about Cats. Why?</p> <p><i>The Mayor directed the question to the Manager Governance and Councillor Support, Mr Varris.</i></p> <p><i>Mr Varris advised that the minor amendments were only for the Dogs local law and Parking local law. In response to public consultation, one submission chose to refer to restrictions on cats, and this was duly noted, but irrelevant to the amendments proposed.</i></p> <p>6. Is there a requirement to microchip dogs?</p> <p><i>Mr Varris advised that there is a requirement to microchip both dogs and cats under current State legislation.</i></p> <p>7. Is there a Cats Local Law?</p> <p><i>Mr Varris advised that there is not a Cat Local Law and the Cat Act and Regulations provide sufficient power for the City to manage cats. Some local governments have introduced a local law particularly to control wondering cats, but these provisions have subsequently been found invalid by the Joint Standing Committee on Delegated Legislation. The State Government need to amend the Cat Act to provide a head of power, after which the Council may consider whether such provisions in a local law are required.</i></p> <p><i>Note: Correction – There is a Cat Local Law which relates to the number of cats able to be kept and the conditions required for keeping cats at prescribed premises. Mr Miller has been advised accordingly.</i></p> <p>6:13pm There being no further questions the Mayor closed Public Question Time.</p>
5.	Applications for Leave of Absence
	Nil

6.	Confirmation of Minutes of the Previous Meeting		
	<p>Moved Cr Hamblin, seconded Cr Summers:</p> <p>That Council CONFIRMS the Minutes of the Ordinary Council Meeting held on 27 August 2019, as a true and accurate record.</p> <p style="text-align: right;">Carried –9/0</p>		
7.	Matters Arising from Minutes of Previous Meeting		
	Nil		
8.	Announcement by the Presiding Person without Discussion		
	<p>6:13pm The Mayor announced to all present that decisions made at Committees of Council are recommendations only and may be adopted in full, amended or deferred when presented for consideration at the Council meeting.</p>		
9.	Declarations of Members and Officers Interests		
	<p>9.1</p> <p>Officer:</p> <p>Type of Interest:</p> <p>Nature of Interest:</p> <p>Extent of Interest:</p> <p>6:13pm</p>	<p>Item GM-022/19</p> <p>Mr Michael Parker, Chief Executive Officer</p> <p>Financial Interest</p> <p>The CEO's annual performance review is the subject of the report.</p> <p>The review outcome may impact the terms of the CEO's contract.</p> <p>The Mayor noted the interests declared in Item 9.1 and asked if there were any further interests to declare.</p> <p>There were none.</p>	<p>Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019</p>
10.	Petitions/Deputations/Presentations/Submissions		
	<p>10.1</p> <p>10.2</p>	<p>Cr Hamblin – Acknowledgement – Luke Toki – Australian Survivor</p> <p>Cr Hamblin acknowledged the efforts of Baldivis resident and popular contestant Mr Luke Toki in placing 4th in the Australian reality TV series, Australian Survivor. Mr Toki has a young family with two children diagnosed on the autistic spectrum and the youngest with cystic fibrosis. Mr Toki has been successful in raising funds to help his family through and has donated a substantial amount to charity.</p> <p>Moved Cr Hamblin, seconded Cr Stewart:</p> <p>The Council CONGRATULATES Mr Toki for his efforts and the Mayor writes to Mr Toki accordingly.</p> <p>Mr Parker – Congratulations WA Ranger Association Awards</p> <p>The CEO advised that at this year's WA Ranger Association Awards the City of Rockingham Ranger Services was awarded Ranger Team of the Year.</p> <p>This acknowledges the efforts and reforms that have been ongoing in respect to the Ranger Services over the past two years.</p> <p>This was met by applause from those present.</p>	<p style="text-align: right;">Carried – 9/0</p>

11.	Matters for which the Meeting may be Closed
	<p data-bbox="331 264 1433 387">6:18pm The Mayor advised in accordance with section 5.23(2)(a), (b) and (c) of the Local Government Act 1995 – if there are any questions or debate on the following confidential items then the Council will need to defer the matter for consideration at Agenda Item 23 - Matters Behind Closed Doors.</p> <p data-bbox="461 400 1203 432">CD-021/19 Bert England Lodge Disposal (<i>Absolute Majority</i>)</p> <p data-bbox="461 445 1433 506">CD-022/19 Recommendations from the Rockingham Education and Training Advisory Committee Meeting held on 12 August 2019</p> <p data-bbox="461 519 1433 611">GM-022/19 Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019</p> <p data-bbox="461 624 1433 685">As there were questions on GM-022/19, this report was dealt with behind closed doors at Item 23 - Matters Behind Closed Doors.</p>


Corporate and Community Development Committee

CONFIDENTIAL ITEM

NOT FOR PUBLIC ACCESS

Section 5.95(3) Local Government Act 1995 (the Act)

This item may be discussed behind closed doors as per Section 5.23(2)(c) of the Act

Community Development Community Development		
Reference No & Subject:	CD-021/19	Bert England Lodge Disposal (<i>Absolute Majority</i>)
File No:	LGS/697-02	
Proponent/s:		
Author:	Mr Michael Holland, Director Community Development	
Other Contributors:	Mr Dean Stoitis, Senior Project Officer	
Date of Committee Meeting:	17 September 2019	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:	Lot 57 on Diagram 77101 (111) Woodbridge Drive, Cooloongup	
Lot Area:	1 Ha	
Attachments:		
Maps/Diagrams:		

Voting Requirements

Simple Majority (Absolute Majority, where noted)

Officer Recommendation

That Council:

1. **APPROVES** (Option 1) the sale of Lot 57 on Diagram 77101 (111) Woodbridge Drive, Cooloongup (Bert England Lodge, consisting of the facility, land, and business) to an aged care provider.
2. **APPROVES** the transfer of the 44 Bert England Lodge aged care places to the successful aged care provider conditional on Federal Government Secretary of Health approval.

3. **DELEGATES** authority to the Chief Executive Officer to negotiate and finalise all contractual and land tenure requirements to complete the sale of Bert England Lodge and transfer of 44 aged care places to an aged care provider, for a sale price not less than 10% of the current valuation by Knight Frank dated 1 April 2019 as detailed in the comments section of this report. (*Absolute Majority*)

Committee Recommendation

That Council:

1. **APPROVES** (Option 1) the sale of Lot 57 on Diagram 77101 (111) Woodbridge Drive, Cooloongup (Bert England Lodge, consisting of the facility, land, and business) to an aged care provider.
2. **APPROVES** the transfer of the 44 Bert England Lodge aged care places to the successful aged care provider conditional on Federal Government Secretary of Health approval.
3. **DELEGATES** authority to the Chief Executive Officer to negotiate and finalise all contractual and land tenure requirements to complete the sale of Bert England Lodge and transfer of 44 aged care places to an aged care provider, for a sale price not less than 10% of the current valuation by Knight Frank dated 1 April 2019 as detailed in the comments section of this report. (*Absolute Majority*)

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Whitfield, seconded Cr Elliott:

That Council:

1. **APPROVES** (Option 1) the sale of Lot 57 on Diagram 77101 (111) Woodbridge Drive, Cooloongup (Bert England Lodge, consisting of the facility, land, and business) to an aged care provider.
2. **APPROVES** the transfer of the 44 Bert England Lodge aged care places to the successful aged care provider conditional on Federal Government Secretary of Health approval.
3. **DELEGATES** authority to the Chief Executive Officer to negotiate and finalise all contractual and land tenure requirements to complete the sale of Bert England Lodge and transfer of 44 aged care places to an aged care provider, for a sale price not less than 10% of the current valuation by Knight Frank dated 1 April 2019 as detailed in the comments section of this report. (*Absolute Majority*)

Carried by Absolute Majority – 9/0

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

Not Applicable

CONFIDENTIAL ITEM
NOT FOR PUBLIC ACCESS

Section 5.95(3) Local Government Act 1995 (the Act)

This item may be discussed behind closed doors as per Section
5.23(2)(b) of the Act

Community Development Community Capacity Building Services	
	
Reference No & Subject:	CD-022/19 Recommendations from the Rockingham Education and Training Advisory Committee Meeting held on 12 August 2019
File No:	CSV/1522-05
Author:	Ms Tenille Voges, Coordinator Recreation and Wellbeing
Other Contributors:	Ms Olivia Forsdike, Community Development Officer Ms Julia Dick, Collaborative Manager Community Capacity Building
Date of Committee Meeting:	17 September 2019
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Attachments:	Minutes of the Rockingham Education and Training Advisory Committee meeting held on 12 August 2019
Maps/Diagrams:	

Voting Requirements

Simple Majority

Recommendations to the Corporate and Community Development Committee

Advisory Committee Recommendation 1 of 1:

Recommendation: Tertiary Scholarship Scheme application variations Round Two 2019

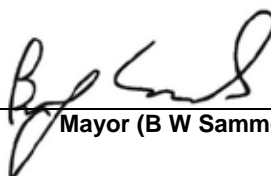
That Council:

1. **APPROVES** the successful applicants for the Tertiary Scholarship Scheme Round Two 2019.
2. **NOTES** the unsuccessful applicants for the Tertiary Scholarship Scheme Round Two 2019.

Officer Recommendation if Different to Advisory Committee Recommendation

Not Applicable

Confirmed at a Council meeting held on
Tuesday 29 October 2019


Mayor (B W Sammels)

The Officer's Reason for Varying the Advisory Committee Recommendation

Not Applicable

Committee Recommendation

That Council:

1. **APPROVES** the successful applicants for the Tertiary Scholarship Scheme Round Two 2019.
2. **NOTES** the unsuccessful applicants for the Tertiary Scholarship Scheme Round Two 2019.

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Hamblin, seconded Cr Summers:

That Council:

1. **APPROVES** the successful applicants for the Tertiary Scholarship Scheme Round Two 2019.
2. **NOTES** the unsuccessful applicants for the Tertiary Scholarship Scheme Round Two 2019.

Carried – 9/0

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

Not Applicable

Reports of Officers

CONFIDENTIAL ITEM

NOT FOR PUBLIC ACCESS

Section 5.95(3) Local Government Act 1995 (the Act)

This item may be discussed behind closed doors as per Section 5.23(2)(a) and (c) of the Act

**General Management Services
Human Resource Development**



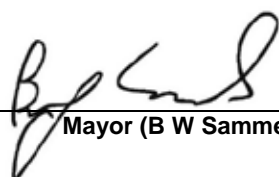
Reference No & Subject:	GM-022/19 Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019
File No:	PSL/1298, PSL/2287
Author:	Mr Ben Searcy, Manager Human Resource Development
Other Contributors:	
Date of Council Meeting:	24 September 2019
Disclosure of Interest:	Mr Michael Parker declared a Financial Interest in Item GM-022/19 Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019, as per Sections 5.60A and 5.65 of the Local Government Act 1995, as the annual review of performance is the subject of the report required by Mr Parker's contract of employment and the outcome of the review may impact the terms of Mr Parker's contract of employment.
Nature of Council's Role in this Matter:	Executive
Attachments:	Confidential Attachments as per Section 5.95 of the Local Government Act 1995 <ol style="list-style-type: none">1. Minutes of the Chief Executive Officer Performance Review Committee Meeting held on 22 August 2019.2. Minutes of the Chief Executive Officer Performance Review Committee Meeting held on 13 September 2019.3. Chief Executive Officer Annual Performance Review September 2019 from John Phillips Consulting.
Maps/Diagrams:	

Purpose of Report

To present for consideration the recommendations arising from the Chief Executive Officer Performance Review Committee Meetings held on Thursday, 22 August 2019 and Friday, 13 September 2019.

Referred to Item 24 – Matters Behind Closed Doors

Confirmed at a Council meeting held on
Tuesday 29 October 2019


Mayor (B W Sammels)

12.	Receipt of Minutes of Committees						
	<p>Moved Cr Whitfield, seconded Cr Stewart:</p> <p>That Council RECEIVES and CONSIDERS the minutes of the:</p> <ol style="list-style-type: none">1. Planning and Engineering Services Committee meeting held on 16 September 2019; and2. Corporate and Community Development Committee meeting held on 17 September 2019 <p style="text-align: right;">Carried – 9/0</p>						
13.	Officers Reports and Recommendations of Committees						
	<p>Method of Dealing with Agenda Business</p> <p>The Mayor advised the meeting that with the exception of the items identified to be withdrawn for discussion that the remaining reports committee recommendations would be adopted en bloc, ie all together.</p> <p>Withdrawn Items</p> <p>The following officer report items were withdrawn for discussion:</p> <table><tr><td>PD-059/19</td><td>Coastal Hazard Risk Management and Adaptation Plan</td></tr><tr><td>PD-061/19</td><td>Safety Bay Shoalwater Foreshore Master Plan - Consent to Advertise for Public Comment</td></tr><tr><td>CD-024/19</td><td>Community Infrastructure Plan 2019</td></tr></table>	PD-059/19	Coastal Hazard Risk Management and Adaptation Plan	PD-061/19	Safety Bay Shoalwater Foreshore Master Plan - Consent to Advertise for Public Comment	CD-024/19	Community Infrastructure Plan 2019
PD-059/19	Coastal Hazard Risk Management and Adaptation Plan						
PD-061/19	Safety Bay Shoalwater Foreshore Master Plan - Consent to Advertise for Public Comment						
CD-024/19	Community Infrastructure Plan 2019						

Planning and Engineering Services Committee

Planning and Development Services Strategic Planning and Environment Services



Reference No & Subject:	PD-059/19 Coastal Hazard Risk Management and Adaptation Plan
File No:	EVM/183-03
Applicant:	
Owner:	
Author:	Ms Natalie Elliott, Coordinator Sustainability and Environment
Other Contributors:	Mr Brett Ashby, Manager Strategic Planning and Environment
Date of Committee Meeting:	16 September 2019
Previously before Council:	28 May 2019 (PD-029/19)
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	
Lot Area:	
LA Zoning:	
MRS Zoning:	
Attachments:	<ol style="list-style-type: none">1. Schedule of Submissions Part 1 - Written Submissions2. Schedule of Submissions Part 2 - Survey Monkey Responses3. Coastal Hazard Risk Management and Adaptation Plan 2019 (amended)
Maps/Diagrams:	

Purpose of Report

To consider the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) for adoption, following completion of public advertising.

Background

State Planning Policy 2.6 - State Coastal Planning Policy (SPP 2.6) requires that all local governments prepare a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP).

The purpose of the CHRMAP is to outline key directions for coastal adaptation in response to a predicted sea level rise of 0.9m over the next 100 years and prioritise management works over the next 10 years.

Confirmed at a Council meeting held on
Tuesday 29 October 2019

Mayor (B W Sammels)

Importantly, the CHRMAP will also inform preparation of the City's Local Planning Strategy and new Town Planning Scheme.

A draft CHRMAP was prepared in accordance with SPP 2.6 and the process outlined below:



Following preparation of the draft CHRMAP, at its Ordinary meeting on 28 May 2019, Council resolved to:

*'**APPROVE** advertising of the draft Coastal Hazard Risk Management and Adaptation Plan for the purpose of public comment.'*

Details

The advertising period for the draft CHRMAP has concluded and the document has now been revised in response to feedback received. The matters raised during public advertising, and the City's subsequent response, is detailed in the section below.

Implications to Consider

a. Consultation with the Community

Advertising Process

The draft CHRMAP was advertised for a period of 9 weeks, concluding on 6 August 2019. Public advertising was carried out in the following manner:

- The 5,709 property owners located in coastal hazard areas were notified via letter of the consultation period and the information sessions. Brochures summarising the CHRMAP were also prepared and sent out with all letters.
- The 743 residents registered on the project stakeholder list were notified via their preferred contact methods of the consultation period and the information sessions.
- Other stakeholders were notified via email:
 - o Palm Beach Community Association
 - o Singleton Residents Association
 - o Golden Bay Residents Association
- The consultation period, survey and information sessions were advertised in the local newspaper and online channels, including the website, RockPort, 3 x Facebook posts and 1 x Instagram post.
- Signs advertising the consultation period were placed at 15 beach access points along the coastline, from Rockingham to Singleton.
- Hard copies of the draft CHRMAP, surveys and information brochures were made available in the City's libraries.
- Three 'drop in' information sessions (listed below) were held, where City Officers were available to explain the CHRMAP and to answer any questions. Approx. 80 residents attended across the three sessions and dialogue was generally positive.

Where	When
Gary Holland Community Centre	20 June 2019, 2 - 6 pm
Safety Bay Library	25 June 2019, 2 - 6 pm
Mary Davies Library and Community Centre	2 July 2019, 3 - 7 pm

- An online survey questionnaire available via Survey Monkey.

Public Submissions

At the conclusion of the public advertising period, the City had received 60 submissions, comprised of 20 written submissions and 40 survey responses.

A full copy of the submissions received during the advertising period is set out in the Schedule of Submissions attached to this report, which has been separated into Part 1 – Written Submissions and Part 2 - Survey Monkey Responses.

Of the survey respondents:

- 72% read the draft CHRMAP online
- 62% were aged 55+
- 69% lived in either Rockingham, Shoalwater or Safety Bay. There were no survey responses from residents in Hillman, Karnup, Cooloongup, Golden Bay, Singleton or Baldivis.
- 60% lived either directly next to the beach or a couple of streets back.
- 89% visited the beach at least once per week
- 77% listed 'environmental qualities' as being in the top three most important foreshore attributes to them, followed by the sandy area of the beach and parks and grassed foreshore areas
- 79% considered it was reasonable to establish a cash reserve now, so the City is prepared to respond to coastal hazards in the future.
- 5% selected 'local' as the level of government responsible for funding coastal adaptation in the future, followed by 20% for 'federal' and 25% for 'state'. 48% selected 'other', commenting that 'all of the above', 'federal and state' and 'property developers' were responsible for funding adaptation. Nine submissions made comments specifically objecting to paying anything, including the imposition of a levy or additional rates.
- 76% considered that all residents should pay equally to manage coastal hazards, assuming no funding is received from other levels of government. Only 23% considered that residents within coastal hazard areas should pay more, as they will benefit more from the funding when it is spent.
- 35% were willing to pay 'however much is required based on robust financial analysis', assuming existing rates would be insufficient to fund coastal adaptation in the future. This was followed by '\$50 extra per annum' (20%) and '\$20 extra per annum' (10%). 23% selected other, with a range of comments provided.

The majority of submissions received were supportive of the document and its recommendations. A summary of the key issues raised in submissions, community feedback and the City's response is provided below.

All submissions will be individually responded to and queries addressed, following Council's resolution.

Key Issue: Feedback on modelling and hazard lines

Community feedback:

Concerns were raised that the erosion modelling has not considered historic accretion along the coastline and that the CHRMAP hazard lines overestimate the risk of potential impacts. Reference was made to a 2005 Geoscience Australia report *Natural Hazard Risk in Perth, Western Australia* which indicated that accretion was likely mitigate the impacts of sea level rise for much of the Rockingham coastline.

Key Issue: Feedback on modelling and hazard lines (cont...)

Conversely, concerns were also raised that the modelling underestimates the risk of potential impacts as it plans for 0.9m of sea level rise by 2100 and has not considered the latest scientific research which suggests that worst case scenario sea level rise could be 2.4m by 2100.

City's comments:

The modelling is undertaken in accordance with SPP 2.6 which requires a conservative approach in view of the precautionary principle. In the absence of scientific certainty, it should not be assumed that areas which have historically accreted will continue to do so in the future as sea levels rise.

Advice was also sought from oceanography experts at the University of Western Australia who indicated that the findings of the 2005 Geoscience Australia report should not be relied upon, as the national scale study applied overly simplified assumptions about the sediment transport system in the southwest. Recognising the sediment system did not work in that way, the Federal Government subsequently commissioned more detailed studies which moved beyond the findings of the Geoscience Australia report.

With regard to sea level rise, advice was sought from the DPLH on the timeframes for review of the current 0.9m by 2100 in SPP 2.6. DPLH confirmed that SPP 2.6 will be reviewed following the next Intergovernmental Panel on Climate Change report due in 2022. The IPCC report will compile and consider the latest scientific literature and recommend a suitable sea level rise scenario for the purpose of planning. Following review of SPP 2.6, the CHRMAP would be updated, as required.

Overall, it is important to note that the hazard lines are not intended to predict the future shoreline nor capture the complexities associated with each portion of coast for all potential sea level rise scenarios. Rather, it seeks to identify a broad area requiring further consideration for planning, management and monitoring.

Amendments to the CHRMAP:

Although the information above is provided in the draft CHRMAP, it is proposed that this be emphasised by:

- Including a 'disclaimer' text box on each coastal hazard map to acknowledge the modelling variables and reiterate the purpose of the hazard lines in accordance with SPP 2.6.
- Updating the CHRMAP text to clarify how the sea level rise projections are considered by the IPCC and the timeframes for review of SPP 2.6.

Key Issue: Long term recommendations beyond 2030: strategic identification of preferred adaptation options (managed retreat vs protect)

Community feedback:

With the exception of two specific submissions referred to below, no objections were received to the areas identified for long term retreat and protection. The majority of survey responses (77%) identified the 'environment qualities' as being in the top three most important foreshore attributes, and placed an emphasis on the need to monitor before implementing responses.

Submissions received seeking changes to the preferred adaptation options were:

- CBH requesting that the CBH Grain Terminal be identified for long term protection, given the economic value of the infrastructure.
- WABGR requesting that protection of the future Town Centre in the Kennedy Bay development be identified in recognition of previous consideration under SPP2.6 and the State's agreement for the development to proceed.\
-

City's comments:

Given no objections have been raised to the preferred options, the City should be confident the approach outlined generally reflects the values and desires of the community for future adaptation of its coastline.

Key Issue: Long term recommendations beyond 2030: strategic identification of preferred adaptation options (managed retreat vs protect) (cont...)

Acknowledging the strategic economic importance of CBH Kwinana Grain Terminal, the City is supportive of long term protection in principle, provided it is funded by CBH or the State. Similarly, the City is supportive of extending the long term protection area at Kennedy Bay to include the proposed Town Centre in principle, provided it is funded by WABGR or the State.

Amendments to the CHRMAP:

- Update mapping to indicate long term protection of CBH Kwinana Grain Terminal and the Kennedy Bay proposed Town Centre, subject to funding by others.
- Update text to state the City's position on funding for protection in these areas.

Key Issue: Short term recommendations (to 2030)

Community Feedback:

46% of submissions indicated support for the short term recommendations, 29% indicated support with comments on particular elements and 25% fell into the 'other' category, where the comments were either not relevant to the short term recommendations or did not indicate a position of support or otherwise.

Overall, there was strong support for the proposed monitoring program to inform future CHRMAP reviews and decision making. Some submissions queried:

- The dispersal of limestone fragments impacting on beach amenity from the use of limestone for seawalls, with reference to Mersey Point.
- The need for monitoring to consider dune revegetation to build a more resilient coastline
- Placing notification on title for all properties which may potentially be impacted by coastal hazards
- The need for early discussions around funding with the State and Federal Governments

City's comments:

The City notes the substantial support for implementing a comprehensive coastal monitoring program. This would collect data on a range of variables including sediment transport, dune vegetation and localised changes in sea level.

It is a requirement of SPP 2.6 that notifications be placed on Certificates of Title. The CHRMAP will be updated to reiterate that notifications would only be applied as a condition of approval where triggered by a Subdivision or Development Application. If aggrieved, property owners could then refer the matter to the State Administrative Tribunal for consideration, as per the usual process.

Amendments to the CHRMAP:

- Update text to reiterate circumstances where Notifications on Certificates of Title would be applied under SPP 2.6
- Update text to note that design of protection structures should be informed by a cost-benefit analysis, taking into account the longevity and amenity impacts of materials used.

Key Issue: Funding and establishment of a cash reserve

Community Feedback:

- 79% considered it was reasonable to establish a cash reserve now
- 76% considered that all residents should pay equally to manage coastal hazards
- 35% were willing to pay whatever it takes, 20% \$50p.a., 10% \$20p.a.
- 48% believed costs should be shared by Local, State and Federal Governments
- Queries were raised about would happen with a cash reserve if impacts are not as significant as expected

9 submissions specifically objected to paying anything, including the imposition of a levy or additional rates

Key Issue: Funding and establishment of a cash reserve (cont...)

City's comments:

The City notes the substantial support for establishing a cash reserve and agrees with the view that funding should be a shared as a Local, State and Federal Government matter, as discussed in the CHRMAP.

It is acknowledged that if a cash reserve was established and funding was collected for future adaptation, that there is the potential to 'over charge' if the coastal hazard impacts are not as significant as the modelling suggests. Nevertheless, the City could still ensure those funds were put towards ongoing coastal management.

Given the concern over uncertainty in the hazard lines and exactly how the coastline will change (including timing and location of impacts), it makes it difficult at this stage to accurately estimate the costs of adaptation. As such, it may be premature to consider collecting additional funds for coastal adaptation through charges such as specific rate increases, specified area rates, differential rates, or user charges.

There is still considered to be merit in establishing a cash reserve now for future adaptation, however, this should initially be a modest amount allocated through existing budgeting processes.

It is also proposed that the City proceed to undertake a comprehensive coastal monitoring program to better inform the next hazard modelling exercise as part of the CHRMAP review in 10 years (or possibly sooner, pending review of SPP 2.6), following which the collection of funds through the above methods can be revisited.

Amendments to the CHRMAP:

In light of the above, the funding section will be updated to recommend:

- Establishment of a Coastal Adaptation fund, with modest annual input through existing budgeting processes. There is merit in establishing a fund now, albeit small, as it will likely assist the City in bidding for future State and Federal adaptation funding opportunities if they become available.
- Undertake a comprehensive coastal monitoring program over the next 10 years, to improve understanding of potential costs and reliability of coastal hazard modelling when the CHRMAP is next reviewed.
- Identification of revenue raising mechanisms, preparation of a CIP style document to inform potential rate increases and investigation of a DCP for protection areas should await the next CHRMAP review (10 years), so that these items can take into account:
 - o The proposed coastal monitoring dataset;
 - o Revised IPCC projections;
 - o Revised SPP 2.6; and
 - o More informed adaptation cost estimates.

b. Consultation with Government Agencies

Comment was sought via email from following agencies and partnerships:

- Department of Planning, Lands and Heritage (DPLH)
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Defence
- Water Corporation
- Cockburn Sound Coastal Alliance
- Peron Naturaliste Partnership

Submissions were received from the Water Corporation, DBCA and DPLH, indicating support for the draft CHRMAP.

c. Strategic

Community Plan

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

Aspiration 3: *Plan for Future Generations*

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

d. Policy

The CHRMAP has been prepared in accordance with the requirements of SPP 2.6 and the associated guidelines.

e. Financial

The cost associated with implementing the short term actions (to 2030) outlined in the CHRMAP will be met through existing funding allocated in the respective Team Plans.

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

Extreme Risk:

Inadequate planning for sea-level rise and coastal hazards results in environmental and financial impacts to the City.

Comments

The attached Coastal Hazard Risk Management Plan incorporates amendments to address the matters raised in this report.

Both the short and long term recommendations have been amended in response to feedback received. Of particular note is the removal of the recommendation to investigate collection of revenue specifically for adaptation at this stage, given the concerns raised over the uncertainty in the hazard lines. It is instead proposed that the City proceed to undertake a comprehensive coastal monitoring program to better inform the next hazard modelling exercise as part of the CHRMAP review in 10 years, following which the collection of funds can be investigated further.

The recommendation to establish a cash reserve now for adaptation remains, as 79% of the survey respondents considered it reasonable, however, inputs will be modest and allocated through existing budgeting processes.

Only 5% of respondents considered local government as being solely responsible for funding coastal adaptation in the future, with the majority indicating that it was either the responsibility of the Federal Government, State Government or a combination of all tiers. The CHRMAP notes that funding should be a shared responsibility as sea level rise and coastal hazards are an issue for all levels of government, however, at this stage, the State and Federal Governments have made no such commitment. In response to the strong community feedback received, it is recommended that Council adopt a formal advocacy position on this matter.

Various other minor queries were raised and these will be responded to individually following Council resolution.

When considering the significant environmental, social and economic values associated with the City's coastal zone, together with acknowledging that these areas are already subject to the impacts of coastal hazards, it is imperative that the City has a CHRMAP in place to prepare for the projected sea level rise identified in SPP 2.6.

It is therefore recommended that Council adopt the Coastal Hazard Risk Management and Adaptation Plan (amended).

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

1. **ADOPTS** the Coastal Hazard Risk Management and Adaptation Plan 2019 (amended).
2. **ADVOCATES** to the State and Federal Governments for funding support to assist with coastal adaptation

Committee Recommendation

That Council:

1. **ADOPTS** the Coastal Hazard Risk Management and Adaptation Plan 2019 (amended).
2. **ADVOCATES** to the State and Federal Governments for funding support to assist with coastal adaptation

Committee Voting (Carried) – 5/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Jones, seconded Cr Hamblin:

That Council:

1. **ADOPTS** the Coastal Hazard Risk Management and Adaptation Plan 2019 (amended).
2. **ADVOCATES** to the State and Federal Governments for funding support to assist with coastal adaptation

Carried – 9/0

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

Not Applicable

Planning and Development Services Statutory Services



Reference No & Subject:	PD-060/19	Proposed Amendment to Planning Policy 3.3.14 - Bicycle Parking and End-Of-Trip Facilities
File No:	LUP/1265-05	
Applicant:		
Owner:		
Author:	Mr David Banovic, Senior Planning Officer	
Other Contributors:	Mr David Waller, Coordinator Statutory Planning Mr Mike Ross, Manager Statutory Planning	
Date of Committee Meeting:	16 September 2019	
Previously before Council:	28 April 2009 (PD54/4/09); 24 May 2011 (SP-024/11); 26 July 2011 (SP-039/11); 31 October 2017 (PDS-062/17)	
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:		
Lot Area:		
LA Zoning:		
MRS Zoning:		
Attachments:		
Maps/Diagrams:		

Purpose of Report

To consider amending Planning Policy 3.3.14 - Bicycle Parking and End-Of-Trip Facilities (PP3.3.14) to simplify the Policy, reflect changes in terminology and revise bicycle parking and end-of-trip facility ratios.

Background

In April 2009, the Council adopted PP3.3.14.

In July 2011, Council resolved to modify PP3.3.14 to reflect new bicycle parking requirements of State Planning Policy 7.3 - Residential Design Codes Volume 1 (formerly State Planning Policy 3.1 - Residential Design Codes) and to reflect the footpath clearance requirements of the City's Health Policy 6.6 - Outdoor Eating Facilities in Public Places.

In October 2017, Council resolved to modify PP3.3.14 to reflect changes in legislation, strategies and terminology.

Confirmed at a Council meeting held on
Tuesday 29 October 2019

Mayor (B W Sammels)

Details

Changes

The major change affecting current PP3.3.14 relate to Table 1 - Bicycle Parking Rates (Table 1) and Table 2 - Provision of Showers (Table 2), as all developments subject to PP3.3.14 are required to provide for bicycle parking and end-of-trip facilities in accordance with the ratios specified within Table 1 and Table 2.

The City has observed it has become difficult for some smaller scale developments such as Small Bars to provide for bicycle parking and end-of-trip facilities as required under their respective development approvals. It is appropriate that the existing ratios be reviewed.

With respect to the proposed ratios within Table 1 and Table 2 of the draft PP3.3.14, Austroad Guidelines has been used for a basis for these requirements (which have changed since 2009), however, some ratios have also been modified with an emphasis to provide for less onerous bicycle parking and end-of-trip facility ratios. For example, under the current PP3.3.14 (for Table 2), one shower is required where three to five long-term bicycle parking spaces are needed, whilst under the draft PP3.3.14, one shower is required following the provision of first five long-term bicycle parking spaces.

A number of other refinements of PP3.3.14 are proposed to clarify the Council's intent with regard to bicycle parking and end-of-trip facilities, as follows:

- A new objective (c) is introduced relating to Clause 1 'Introduction' of this Policy;
- Table 1 - Bicycle Parking Rates have been modified to reflect land use classification (through grouping) for simplicity;
- Table 2 - Provision of Showers has also been modified for simplicity and only requires the provision of lockers in instances where 10 or more long term bicycle parking spaces are required;
- Includes a requirement for rounding off bicycle parking rates, which is currently absent; and
- The Design of Bicycle Parking Facilities section is amended to inform landowner/applicants that consideration will be given to safety features for bicycle facilities to minimise potential damage.

Terminology

Wording changes are proposed to simplify PP3.3.14 for ease of use and includes new and revised terms, due to legislative changes, within the interpretations section.

Implications to Consider

a. Consultation with the Community

Under clause 4(1) of the deemed provisions of TPS2, if the local government resolves to amend a Planning Policy, the local government must advertise the proposed amendments to PP3.3.13 as follows:

- (a) *publish a notice of the proposed Policy in a newspaper circulating in the Scheme area giving details of:*
 - (i) *the subject and nature of the proposed amended Policy; and*
 - (ii) *the objectives of the proposed amended Policy; and*
 - (iii) *where the proposed amended Policy may be inspected; and*
 - (iv) *to whom, in what form and during what period submissions in relation to the proposed amended Policy may be made;*
- (b) *if, in the opinion of the local government, the Policy is inconsistent with any State Planning Policy, give notice of the proposed Policy to the Commission;*
- (c) *give notice of the proposed Policy in any other way and carry out any other consultation the local government considers appropriate."*

Under Clause 4(2), the period for making submissions in relation to a Local Planning Policy must not be less than a period of 21 days commencing on the day on which the notice of the Policy is published under subclause (1)(a).

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

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

Aspiration 3: *Plan for Future Generations*

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

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

PP3.3.14 is not part of TPS2 and does not bind the Council in respect of any application for Development Approval, but the Council is to have due regard to the provisions of the Policy and the objectives which PP3.3.14 is designed to achieve before making its determination.

g. Risk

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

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

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

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

Nil

Comments

The Council's consent is sought to advertise amendments to PP3.3.14.

The text amendments proposed are generally administrative in nature to ensure PP3.3.14 is simplified for ease of use and to ensure legislative terminology is consistent with State Planning Policy 7.3 - Residential Design Codes (Volume 1 and 2). The proposed bicycle parking and end-of-trip facility ratios have been tailored to be more appropriate to meet the expectations of cyclists, whilst being less onerous on smaller developments.

It is recommended that Council adopt revised PP3.3.14 for the purpose of seeking public comment.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the advertising of the revised *Planning Policy 3.3.14 - Bicycle Parking and End-Of-Trip Facilities* for public comment (amendments marked in red).

Committee Recommendation

That Council **APPROVES** the advertising of the revised *Planning Policy 3.3.14 - Bicycle Parking and End-Of-Trip Facilities* for public comment (amendments marked in red).

Committee Voting (Carried) – 5/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Elliott, seconded Cr Whitfield:

That Council **APPROVES** the advertising of the revised *Planning Policy 3.3.14 - Bicycle Parking and End-Of-Trip Facilities* for public comment (amendments marked in red), as follows:

PLANNING POLICY 3.3.14

BICYCLE PARKING AND END-OF-TRIP FACILITIES

1. INTRODUCTION

The City of Rockingham supports the use of sustainable transport and acknowledges the need to provide supportive environments including bicycle parking and end-of-trip facilities. New developments should endeavour to include bicycle parking alongside car parking. Large-scale development will be encouraged to also provide end-of-trip facilities including lockers, change rooms and showers.

Existing development will be encouraged to provide these bicycle parking and end-of-trip facilities when upgrading developments.

The aim of the policy is to facilitate the appropriate provision of secure, well designed and effective on-site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City. The *Western Australian Bicycle Network Plan 2014-2031* seeks to double the number of cycling trips in Western Australia within five years, and this Policy aims to cater for this projected demand for bicycle parking and end-of-trip facilities.

~~Clause 67 of the deemed provisions of Town Planning Scheme No.2 sets out the matters that the Council, in considering an application for Development Approval, is to have due regard to as are in the opinion of the Council relevant to the use or development the subject of the application, and includes:-~~

~~"(iv) the availability and adequacy for the development of the access for pedestrians and cyclists (including end-of-trip storage, toilet and shower facilities)"~~

2. POLICY APPLICATION

This Policy applies to all applications for Development Approval, including change-of-use applications where an intensification of land use is proposed.

3. POLICY OBJECTIVES

The objectives of this Planning Policy are as follows:

- (a) To ensure the provision of ~~adequate appropriate~~ bicycle parking and end-of-trip facilities ~~in new developments and extension or intensification of existing developments in the City~~ as outlined in Table 1 ~~and Table 2~~; and
- (b) To provide guidance on the development and design of bicycle parking and end-of-trip facilities; ~~and~~
- (c) To encourage the use of bicycles for all sorts of journeys.

4. POLICY STATEMENT

4.1 Provision of Bicycle Parking Devices

~~Bicycle parking devices are installations that allow for the secure and convenient parking of bicycles, and are separated into two different types: long term parking and short term parking. Long term and short term bicycle parking devices are to be provided at the rates shown on the~~

following table: All developments subject to this Planning Policy shall be provided with long-term parking and short-term parking in accordance with the following ratios:

Table 1 - Bicycle Parking Rates

Use ^a	Minimum Long-term Parking	Minimum Short-term Parking
— Multiple Dwelling	As per the Residential Design Codes	As per the Residential Design Codes
— Lodging House	1 space per 3 lodging rooms	1 space per 10 lodging rooms
— Short Stay Accommodation — Hotel — Motel	1 space per 40 guest bedrooms	none required
— Commercial ^b :- — Local Shops (less than 1,000m ² NLA)	1 space per 250m ² NLA	1 space per 150m ² NLA (minimum 2 spaces)
— Neighbourhood Centres (between 1,001m ² – 4,999m ² NLA)	1 space per 500m ² NLA (minimum 4 spaces)	1 space per 300m ² NLA (minimum 6 spaces)
— District Centres (greater than 5,000m ² NLA)	1 space per 1,500m ² NLA (minimum 10 spaces)	1 space per 750m ² NLA (minimum 16 spaces)
— Office	1 space per 200m ² NLA	1 space per 500m ² NLA
— Consulting Rooms — Medical Centre	1 space per 8 practitioners	1 space per 4 practitioners
— Hotel (excluding accommodation) — Tavern — Small Bar — Nightclub	1 space per 100m ² of bars and public areas, including lounges, beer gardens and restaurants	1 space per 150m ² of bars and public areas, including lounges, beer gardens and restaurants
— Health Studio — Private Recreation	1 space per 400m ² NLA available to the public, including swimming pools	1 space per 200m ² NLA available to the public, including swimming pools
— Community Use — Exhibition Centre — Public Worship – Place of — Club Premises — Reception Centre	none required	1 space for every 30 people the building is designed to accommodate
— Showroom	1 space per 750m ² NLA for premises greater than 300m ²	1 space per 1,000m ² NLA
— Industry – Service ^c — Industry – Light	1 space per 800m ² NLA for premises greater than 300m ² NLA	none required
— Other Industrial Uses	1 space per 1,000m ² for premises greater than 300m ² NLA	none required

- ~~a Unless defined elsewhere by this Policy, the uses specified above are defined in Schedule No.1 – Interpretations of the City of Rockingham Town Planning Scheme No.2.~~
- ~~b "Commercial" includes a Shop, Bank, Betting Agency, Convenience Store, Fast Food Outlet, Homestore, Lunch Bar, Restaurant, Restricted Premises, Service Station (convenience store component).~~
- ~~c "Industry – Service" includes a Dry Cleaning Premises, Funeral Parlour, Landscape Supply Yard, Laundromat, Motor Vehicle and Marine Sales Premises, Motor Vehicle Repair Station, Open Air Display, Plant Nursery, Trade Display.~~

<u>Land Use</u>	<u>Minimum Short-Term Parking</u>	<u>Minimum Long-Term Parking</u>
<u>Multiple Dwelling</u>	<u>As per Residential Design Codes</u>	<u>As per Residential Design Codes</u>
<u>Office</u>	<u>0.05 spaces per 100m² NLA</u>	<u>0.45 spaces per 100m² NLA</u>
<u>Shop</u>		
- <u>Local Centre</u>	<u>0.20 spaces per 100m² NLA</u>	<u>0.1 spaces per 100m² NLA</u>
- <u>Neighbourhood Centre</u>	<u>0.30 spaces per 100m² NLA</u>	<u>0.12 spaces per 100m² NLA</u>
- <u>Regional Centre</u>	<u>0.25 spaces per 100m² NLA</u>	<u>0.05 spaces per 100m² NLA</u>
<u>Retail</u>	<u>0.15 spaces per 100m² NLA</u>	<u>0.07 spaces per 100m² NLA</u>
<u>Education</u>	<u>N/A</u>	<u>0.3 spaces per student and staff</u>
<u>Accommodation</u>	<u>N/A</u>	<u>0.1 spaces per staff</u>
<u>Place of Assembly</u>	<u>0.05 spaces per visitor</u>	<u>0.1 spaces for staff</u>
<u>Food and Drink Premises</u>	<u>0.1 spaces per five seats</u>	<u>0.1 spaces per staff</u>
<u>Health Services</u>	<u>0.1 spaces per patient (max on-site at any one time)</u>	<u>0.1 spaces per staff</u>
<u>Industry</u>	<u>N/A</u>	<u>0.1 spaces per 100m² NLA</u>
<u>All other uses</u>	<u>0.05 spaces per visitor</u>	<u>0.1 spaces per staff</u>

Note: All rounding of bicycle parking rates is to be calculated by rounding to the nearest whole number.

The Council may approve an application that does not comply with Table 1 or may approve an application for a use that is not listed in Table 1 having regard to:

- (i) the *Western Australian Bicycle Network Plan 2014-2031* aim of doubling the number of cycling trips in Western Australia within five years;
- (ii) *Austroads Part 14 - Bicycles*;
- (iii) the nature of the proposed development;
- (iv) the number of employees likely to be employed on-site;
- (v) the anticipated demand for employee, customer, resident and student parking; and
- (vi) the orderly and proper planning of the locality.

4.2 Design of Bicycle Parking Facilities

All bicycle parking facilities shall comply with the following:

- Bicycle parking facilities shall be located in a convenient and safe location and not require access via steps; and
- Bicycle parking facilities shall be located as close as possible to the main entrance of the premises.

~~Long-term bicycle parking facilities should be located in a convenient and secure location for employees/residents and can include the following:~~

- ~~— Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or~~
- ~~— Fully-enclosed individual lockers; or~~
- ~~— Devices to which the bicycle frame and wheels can be locked positioned close to and directly visible from inside the place of employment.~~

~~Short-term bicycle parking facilities includes devices to which the bicycle frame and wheels can be locked, and should be located in a convenient and secure position close to the entrance of the premises.~~

~~Regardless of the type of bicycle parking,~~ All bicycle parking devices should be designed in accordance with AS 2890.3 - *Bicycle Parking Facilities* and *Austroroads Part 14 - Bicycles*, must be convenient and secure, and should comply with the following criteria:

- enable wheels and frame to be locked to the device without damaging the bicycle;
- be placed in public view (i.e. where they can be viewed by passers-by, shopkeepers, station attendants, teachers or fellow workers);
- be located outside pedestrian movement paths;
- be easily accessible from the road;
- be arranged so that parking and vehicle manoeuvring will not damage adjacent bicycles;
- be protected from manoeuvring motor vehicles and opening car doors;
- be as close as possible to the cyclist's ultimate destination;
- be well lit by appropriate existing or new lighting;
- be protected from the weather; ~~and~~
- be sympathetic in design, material and colour to compliment the surrounding environment; ~~and~~
- ~~be protected from malicious damage.~~

Where the building is built up to the front boundary, the City will accept short-term parking spaces being provided in the road reserve adjacent to the building, located so as to provide a minimum clear footpath width of 1.5m directly adjacent to the building unless otherwise approved by the City, subject to the standards defined in AS 2890.3 being met.

Long-term parking must be provided on-site.

~~Signs should be provided to direct cyclists to parking devices where their purpose is not immediately apparent or are not readily visible.~~

4.3 Provision of End-of-Trip Facilities

~~End-of-trip facilities include destination facilities provided for bicycle commuters such as showers, change rooms and lockers.~~

Where long-term bicycle parking spaces are provided, showers must be provided at the following rate:

Table 2 - Provision of showers

Number of long-term parking spaces provided	Number of showers required
0-2	0
3-5	1
6-10	2 (one male, one female)
11-20	4 (two male, two female)
more than 20	4 (two male, two female) plus additional showers at the rate of 2 showers (one male, one female) for every 10 long-term parking spaces after 20 provided thereafter

Number of Showers	Change Rooms
One shower following the first five (5) long-term parking spaces, plus an additional shower for each four (4) bicycle parking spaces thereafter	One change room or direct access to a communal change room per shower

Note: in instances where more than one shower/facility is required, there must be provision for separate male and female facilities.

Where it can be demonstrated that staff of a development work predominately part-time, casual or varied hours, the requirement to provide for shower facilities may be reduced where shower facilities are used at different hours.

~~Where showers are required, change rooms must also be provided. They must be provided as either:~~

- ~~— a combined shower and change cubicle; or~~
- ~~— one communal change room for each gender, directly accessible from the showers for that gender without passing through a public space.~~

~~Shower and change facilities must be located so that users and their belongings have a high level of security.~~

~~All showers provided are to dispense both hot and cold water. Cold-only showers must not be counted towards the requirements of this section.~~

Clothing lockers encourage cycling by providing secure storage for cycling clothes, footwear and towels. Clothing lockers should be:

- provided at a minimum rate of one clothing locker for each long-term bicycle parking space (only if 10 or more spaces provided);
- of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear;
- well ventilated, secure and lockable; and
- located close to shower and change facilities.

Where possible, showers and clothing lockers should be located close to long-term bicycle parking facilities. Where bicycle parking lockers are provided, clothing may be stored within the bicycle parking locker provided there is adequate space and hangers.

5. AUTHORITY

~~This Planning Policy has been adopted by the Council under Clause 4 (4) of the deemed provisions of TPS2. The Council is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination. This Planning Policy has been adopted by the Local Government under the deemed provisions of TPS2 and whilst it is not part of the Scheme and does not bind the Local Government in respect of any application for Development Approval, the Local Government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.~~

6. INTERPRETATIONS

For the purposes of this Planning Policy, the following terms shall have the same meaning as in Town Planning Scheme No.2:

Local Government Council: means the Council Local Government of the City of Rockingham.

Deemed Provisions: means the Schedule 2 – Deemed Provisions for local planning schemes in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015.

Device: means a thing to or in which one or more bicycle frame(s) and wheels can be locked, and includes rails, bicycle lockers and bicycle compounds.

End-of-trip facilities: are secure bicycle storage and other secure 'end of trip' facilities such as lockers and showers.

Net Lettable Area (NLA): means the area of all floors within the internal finished surfaces of permanent walls but excludes the following areas:-

- (a) *all stairs, toilets, cleaners cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other services areas;*
- (b) *lobbies between lifts facing other lifts serving the same floor;*
- (c) *areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;*
- (d) *areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.*

Residential Design Codes: *means State Planning Policy ~~3.4~~ 7.3 – Residential Design Codes - Volume 1 and 2 as amended from time to time.*

Long-Term Parking: *includes day parking for employees, residents' parking at apartments and student parking at educational establishments.*

Short-Term Parking: *includes parking for shoppers and visitors to a premises.*

Space: *means parking for one bicycle.*

7. DELEGATION

Applications for Development Approval that comply with the objectives and provisions of this Planning Policy will be determined under delegated authority, pursuant to the Delegated Authority Register.

8. ADOPTION

This Planning Policy was adopted by the Council at its ordinary Meeting held on the 28th April 2009.

9. AMENDMENT

This Planning Policy was amended by the Council at its ordinary Meeting held on the ~~XX XXXX~~ XXXX.

Carried – 9/0

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

Not Applicable

Planning and Development Services
Directorate, Planning Services



Reference No & Subject:	PD-061/19	Safety Bay Shoalwater Foreshore Master Plan - Consent to Advertise for Public Comment
File No:	LUP/2084-04	
Proponent/s:		
Author:	Mr Peter Ricci, Manager Major Planning Projects	
Other Contributors:		
Date of Committee Meeting:	16 September 2019	
Previously before Council:	19 December 2017 (PD-075/17), 25 June 2019 (PD-043/19)	
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:	Foreshore Reserve and abutting Road Reserve between Boundary Road, Shoalwater and Warnbro Beach Road, Waikiki	
Lot Area:		
LA Zoning:	Parks and Recreation/Local Road	
MRS Zoning:	Parks and Recreation/Urban	
Attachments:	Overall Master Plan Concept	
Maps/Diagrams:	<ol style="list-style-type: none">1. Study Area2. Master Plan Sections3. Dual Use Path4. Shoalwater Reserve Activity Node Concept Plan5. Lions Park Activity Node Concept Plan6. Mersey Point Activity Node Concept Plan7. Tern Bank Pedestrian Boardwalk8. The Pond Activity Node Concept Plan9. Waikiki Beach Activity Node Concept Plan	

Purpose of Report

To seek approval to advertise the draft Safety Bay Shoalwater Foreshore Master Plan ('Master Plan') for public comment.

Background

In December 2017, Council resolved to approve the Master Plan project and allocate funding. The Master Plan study area was defined as the foreshore reserve and abutting road reserves generally between Boundary Road, Shoalwater and Warnbro Beach Road, Safety Bay, as shown in Figure 1.

Confirmed at a Council meeting held on
Tuesday 29 October 2019

Mayor (B W Samuels)



1. Study Area

The adopted 'Project Purpose' for the Master Plan is:

"To develop a strategic vision for the Safety Bay and Shoalwater Foreshore Precinct that gives direction to:

- *Realising its tourism potential, including 'marine based tourism', with a focus on the emerging kite surfing and wind surfing industry;*
- *Coordinating the existing and future commercial activity within the foreshore;*
- *Maximising community use by enhancing the existing recreational experiences; and*
- *Protecting key environmental and built assets.*

The Master Plan will be a high-level, strategic document that provides direction to how the foreshore will evolve over the next 20 - 30 years. Its outcomes would be delivered over the short, medium and long term.

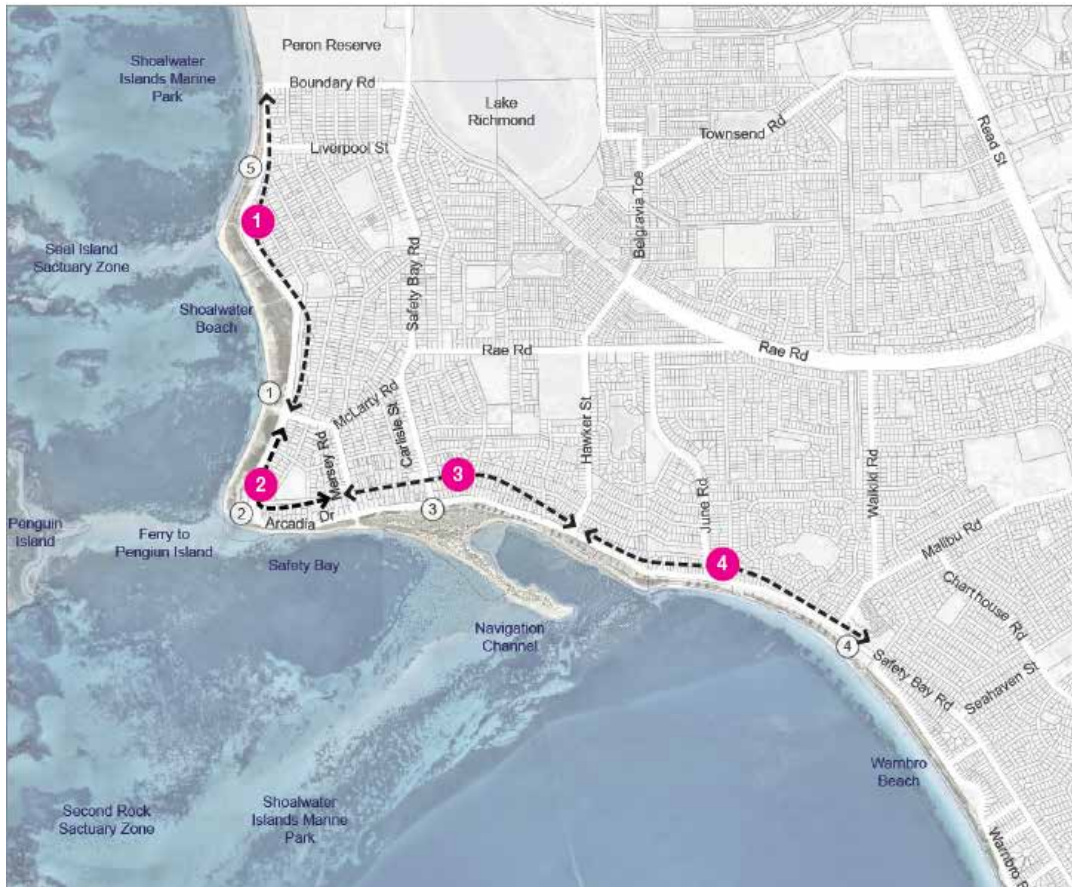
The key phases of the project are as follows:

- (i) Site Analysis Mapping.
- (ii) Initial Community Consultation.
- (iii) Endorsement of 'Design Drivers'.
- (iv) Draft Master Plan Preparation.
- (v) Second Consultation – Draft Master Plan.
- (vi) Master Plan Adoption.

In late 2018, GHD Woodhead was commissioned to assist in the preparation of the Master Plan.

Phases (i) – (iii) of the project have been completed with the 'Design Drivers' endorsed by Council in June 2019. The 'Design Drivers' provide guidance and direction to the Master Plan content and respond to the key themes and input received through the Initial Community Consultation and the technical details derived from the Site Analysis Mapping. They are also mindful of the broad parameters within the 'Project Purpose', as described above.

Some 'Design Drivers' are applicable to the entire study area, whilst others are specific to discrete locations which correspond with the four sections of the foreshore as shown in Figure 2.



2. Master Plan Sections

Details

A draft Master Plan has been prepared that contains an Overall Master Plan Concept which is a consolidated design response for the entire study area.

It shows the proposed improvements across the study area and how the various sections of the foreshore are integrated. The key elements of the 'Overall Master Plan Concept' are described against the 'General Foreshore Design Drivers' in Part 1 below.

The Overall Master Plan Concept is attached to the Report and displayed over four separate plans.

Notably, it has been concluded that there are five 'Activity Nodes' within the study area where recreational activity is concentrated. It has been determined that the function and status of each of these Activity Nodes is different based on the likely catchment from which it will draw people and the level of activity that is currently experienced and can be expected.

In this regard, the following Activity Nodes have been identified:

- (i) Shoalwater Reserve - performs a local function and will primarily attract visitors from the immediate vicinity to use the elevated foreshore park and access the beach. It will also continue to accommodate commercial operators, primarily related to kayaking, canoeing and paddle boarding, that use the carpark and beach paths to access the Shoalwater Marine Park.
- (ii) Lions Park - performs a local function and predominantly accommodates visitors from the surrounding area. It presently allows for access to the beach for commercial operators linked to kayaking and recreational use by canoeists, kayakers, paddle boarders, kite surfers and wind surfers.

- (iii) Mersey Point - presently performs a regional function based on it being the destination for the almost 190,000 visitors per year who access Penguin Island and the Shoalwater Marine Park. It also performs a local function for those that visit the food and beverage offerings.
- (iv) The Pond - presently performs a district function as a destination for kite surfing and wind surfing enthusiasts in the broader catchment. It will potentially transition to a regional function in the years to come should the kite surfing and wind surfing potential be leveraged and it supports the recreational and commercial uses recommended in the Master Plan.
- (v) Waikiki Beach – currently performs a district function with people drawn from the broader locality to the beach and its amenities. It has the potential to attract from a wider catchment in the event that the facilities are expanded in accordance with the Master Plan and the commercial land across Safety Bay Road is developed with appropriate uses.

Activity Node Concept Plans have been prepared for the above locations which are presented in Parts 2 – 5 below.

The Master Plan is also accompanied by supporting information which contains recommendations on matters such as Pedestrian/Cycle Movement, Parking/Traffic, Public Art, Water Sensitive Urban Design (WSUD), Furniture, Materials and Built Form.

The content of the Master Plan is summarised against the adopted 'Design Drivers', as follows.

1. General Foreshore 'Design Drivers'

- (i) *Develop a consistent and complementary palette of furniture, materials and signage.*

A materials and furniture palette has been developed which reflects the local environmental coastal character and distinctive limestone geology of the study area. Proposed materials include limestone, timber and weathered steel to reflect the setting.

The furniture and materials palette will be further resolved prior to the Master Plan being advertised and adopted.

The City is currently preparing a 'Public Open Space Signage Strategy' to ensure a consistent signage theme for all reserves throughout the City; it is expected to be finalised before the adoption of the Master Plan. The signage within the foreshore will be guided by the Signage Strategy.

- (ii) *Include additional and upgraded picnic facilities including Barbeques, shade shelters, drink fountains, bins etc.*

Additional and upgraded picnic facilities and amenities have been incorporated across the site with a concentration around the five Activity Nodes.

- (iii) *Incorporate the opportunity for artwork and commemorative interpretations at appropriate locations.*

A range of artwork and interpretative opportunities are incorporated across the study area with a focus at the Activity Nodes. This includes sculptures, murals, interpretation, integrated interpretive text and play elements.

- (iv) *Incorporate CPTED principles within the Master Plan to provide improved security along the foreshore.*

CPTED principles have been broadly applied throughout the proposed improvements within the Master Plan. When Council commits to implement an element of the Master Plan, the next detailed design phase will confirm and enhance the CPTED outcomes.

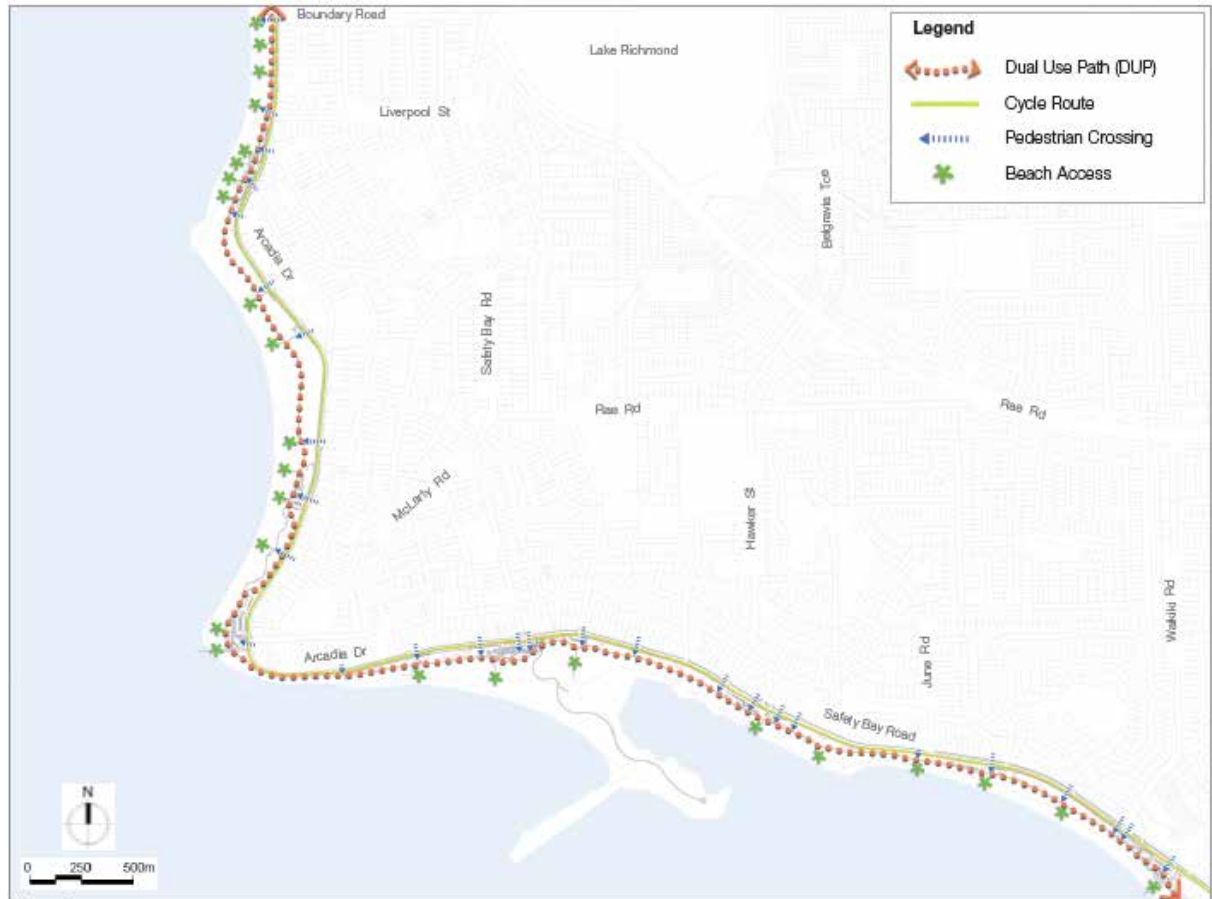
- (v) *Protect and enhance the natural assets of the foreshore, such as the dune system and coastal environment.*

To protect and enhance the natural assets of the foreshore, the Master Plan contains the following:

- additional fencing to control access;
- additional rehabilitation planting;
- rationalisation of uses to allocate more space for the dunal ecosystems; and
- coastal revetment, where appropriate and consistent with the outcomes of the City's Coastal Hazard Risk Management Adaptation Plan (CHRMAP), to prevent erosion.

- (vi) *Create safe pedestrian and cycle access paths and/or boardwalks along full length of foreshore, with consideration to connectivity beyond the site boundaries, and improved all abilities beach access.*

A 3m wide dual use path is proposed along the entire length of the study area and acts as the central connecting infrastructure element; refer to Figure 3.



3. Dual Use Path

Within the Shoalwater portion, the existing pedestrian path abutting the road carriageway is proposed to be retained and complemented by the new dual use path within the dune environment that links Shoalwater Reserve with Mersey Point. It will provide a different experience by allowing its users to run, walk or ride through the dune system and enjoy a less interrupted aspect over the Shoalwater Marine Park. It is proposed to offer a similar experience to the coastal paths through the Warnbro Dunes and South Beach in Fremantle.

The proposed dual use path seeks to follow the existing contours where possible such that the need for earthworks is reduced. It will link key locations within the foreshore and has been located entirely landward of the 2030 coastal erosion forecast within the CHRMAP.

A decision on whether the adopted Master Plan contains this element, or whether it is ultimately implemented, will balance the connectivity and recreational benefit against factors such as the cost, the expected life of the asset, environmental impacts and the potential influence of coastal processes. The feedback during community consultation will assist in this regard.

In the event that the dual use path forms part of the adopted Master Plan and a decision is made to proceed, the City will be required to obtain a clearing permit from the Department of Environment and Water Regulation. At this time the City would need to demonstrate that the proposed dual use path is environmentally acceptable through the submission of detailed information.

The dual use path extends around the rear of the Mersey Point carpark and facility and seeks to address the current issues associated with conflicts between pedestrians/cyclists and motorists. This matter is further discussed in the Part 2 below.

The Safety Bay portion contains a continuation of the dual use path which predominantly follows the alignment of the existing pedestrian path.

The Master Plan also proposes two pedestrian boardwalks; one that links Lions Park to Mersey Point and another which extends from The Pond Activity Node to the end of Tern Bank (further discussed in Parts 2 and 3 below).

Connection across Safety Bay Road and Arcadia Drive have been rationalised with the approved pedestrian refuges included. The existing all abilities beach access at Waikiki Beach has been retained and two additional access points have been incorporated at Shoalwater Reserve and Lions Park.

- (vi) *Allow for improved pedestrian access to the foreshore from the surrounding suburbs across Arcadia Drive and Safety Bay Road.*

Further to the above comment about pedestrian access across Safety Bay Road and Arcadia Drive, additional connection points have been included which align with side roads and the local pedestrian path network.

Other connections from the roads to the dual use path, Shoalwater foreshore and the 'secondary' pedestrian path have also been rationalised to be more direct and naturally legible.

- (vii) *Investigate ways to reduce traffic speeds along Arcadia and Safety Bay Road.*

A draft Traffic Management Strategy has been developed which involves a series of raised and flush plateaus which are design to reduce vehicle speed and improve pedestrian safety. These measures are located to connect the local pedestrian network to the foreshore and where pedestrian demand warrants.

Fourteen plateaus are proposed across the study area and are concentrated at the five Activity Nodes.

- (viii) *Consider the potential to increase parking provisions, including bus parking, along with direction on how it should be managed.*

Parking has been increased throughout the foreshore through the rationalisation of existing carparks (to reduce 'wasted' area and maximise the number of bays), the inclusion of on-street parking, a grassed overflow parking area for peak periods and events, designated areas for long vehicles (such as buses and kayak tours) and disabled parking at major and secondary nodes. Under the Master Plan, there is potential to increase parking provision by about 30%.

The locations where additional parking is proposed includes Shoalwater Reserve, Carlisle Street, The Pond, Bent Street and Waikiki Beach.

- (ix) *Increase shade throughout the foreshore through the careful inclusion of trees and shelters.*

Additional shade shelters, shade sails and trees have been incorporated throughout the foreshore. The siting of shade elements has considered the function of the space and, where possible, sought to minimise the disruptions to views.

Shade elements have been focused around the Activity Nodes, playgrounds, barbeque areas, rest points and picnic areas.

- (x) *Design viewing nodes or similar that capitalise on the aspect across the Shoalwater Marine Park and Warnbro Sound (and incorporate interpretative signage as appropriate).*

Viewing nodes are proposed at the Shoalwater Reserve and Waikiki Beach Activity Nodes. The viewing areas are notionally shown as platforms and located generally close to the dual use path for all abilities access. There are additional viewing facilities at The Pond Activity Node.

Interpretive signage can also be incorporated which will explain the features of the views and the history of the area.

- (xi) *Incorporate additional public toilets/change room facilities consistent with the direction to be provided in the City's 'Parks Provision Policy'.*

The 'Parks Provision Policy' will provide direction to the distribution of public toilet facilities. Its preparation will be an implementation action of the 'Public Open Space Strategy' (a Key Action within the *Community Plan Strategy 2019 – 2029*).

The 'Parks Provision Policy' will likely be prepared following the adoption of the Master Plan. In its absence, the Master Plan proposes the retention of the existing facility at Shoalwater Reserve and the Bent Street boat ramp. It also proposes the removal of the facility within The Pond Activity Node, however, this is contingent upon public toilets being provided in a new commercial/community facility.

Similarly, the existing Waikiki facility is proposed to be removed and incorporated in a new facility that contains a commercial use.

An indicative location for a toilet facility is shown at Lions Park pending the outcome of the 'Parks Provision Policy'.

- (xii) *Investigate the potential for permanent leisure based commercial activities, such as cafe's, bars and restaurants, in strategic locations.*

Two opportunities have been identified for leisure based commercial activities at The Pond and Waikiki Activity Nodes. These opportunities are further discussed in Parts 2 and 3 below.

- (xiii) *Provide direction to the location of Traders Permits and the appropriateness of supporting infrastructure.*

The Master Plan recommends that the location of existing Traders Permits, which are generally associated with kite surfing, wind surfing and fitness, be maintained. Given the transient nature of the activities (the Permits are issued on an annual basis) it is recommended that permanent infrastructure not be placed within the foreshore, including the beach, for these activities.

- (xiv) *Investigate locations for temporary food vans/truck locations and allow for appropriate access and infrastructure.*

Designated access points and set-down areas for food trucks have been incorporated at the Shoalwater Reserve and The Pond Activity Nodes.

- (xv) *Allow the opportunity for stormwater treatment, in accordance with Water Sensitive Urban Design principles, where drainage outlets enter the foreshore.*

The potential for WSUD elements, to treat stormwater before it enters the coastal environment, has been incorporated throughout the study area with each catchment being treated through either rain gardens in carparks, swales adjacent to carparks and basins in the foreshore and dune areas.

The treatments have been located at low points to minimise disturbance and earthworks. Where possible, these will be vegetated to blend into the foreshore character.

The most notable change brought about through this approach is the introduction of swales within the Safety Bay foreshore in areas which are currently grassed. The size of the swales have been designed to capture and treat the volume of stormwater which is generated. Although it will change the appearance and, to an extent, the useability of the foreshore, it is the most effective means by which treatment can occur and water quality improved.

The Water Corporation outlets in proximity to The Pond generate significant volumes, far in excess of the City's outlets. There is insufficient room in the foreshore to treat the volume of stormwater and the City needs to work with the Water Corporation to treat the stormwater closer to the source.

- (xvi) *Have due regard to the findings within the City's 'Coastal Hazard Risk Management and Adaptation Plan' in recommending proposed improvements.*

Where possible, proposed buildings and infrastructure have been located landward of the 2030 erosion line within the CHRMAP. At The Pond Activity Node, where the parts of the proposed new built form and infrastructure is seaward of the 2030 erosion line, coastal protection has been recommended.

As mentioned above, any decision to build infrastructure within an area which is potentially impacted by erosion or inundation must balance the level of financial investment, the life cycle of the infrastructure, its public benefit and the potential for it to be impacted by coastal processes.

- (xvii) *Consider the outcomes of the City's 'Coastal Management Study' by incorporating complimentary uses and infrastructure to support the strategic intent for the boat launching facilities.*

When the recommendation for the 'Coastal Management Study' emerge later this year, the need to locate infrastructure within the foreshore to support the three boating facilities will be considered. It is possible that there will be clarity prior to the Master Plan being adopted, otherwise, depending on the extent of the changes, a revision to the Master Plan may be warranted.

In any event, the Master Plan has provided an indication where there may be potential to provide expanded facilities, primarily parking related, to service the boat launching facilities.

2. Section One 'Design Drivers' – Boundary Road to McLarty Road

- (i) *Investigate the potential for new public facilities and amenities within the Shoalwater Reserve.*

As detailed above, the Master Plan has identified that Lions Park is an Activity Node in its own right, albeit it on a local level, based on its current use and existing facilities. An Activity Node Concept Plan has been prepared; see Figure 4 below.

The Concept Plan shows the potential for the function of Shoalwater Reserve to be improved by the placement of shade shelters and barbeques, adjacent to the central dual use path, and other amenities including a 'nature play space'. The reserve is already a popular destination with people taking advantage of its elevated views over the Shoalwater Marine Park and the improvements are intended to add to the experience.

The existing toilet facility is proposed to be retained along with the adjacent carpark, which is proposed to be slightly reconfigured to achieve separation from Arcadia Drive. Additional on-street parking is proposed further south in proximity to the intersection with Churchill Avenue.

A number of kayaking businesses bring tourists to this location to launch and conduct tours of the Shoalwater Marine Park. In response, the Concept Plan makes provision for a set down and wash down area along with improved access to the beach.

A location for a food truck has also been identified which would likely have a weekend presence.



4. Shoalwater Reserve Activity Node Concept Plan

- (ii) *Investigate the integration of a dual-use footpath into the dune system away from Arcadia Drive.*

This element has been investigated and is recommended within the Shoalwater dune environment; refer to Part 1 (vi) above.

- (iii) *Utilise the foreshore elevation to leverage views across the Shoalwater Marine Park.*

The Shoalwater Reserve Activity Node Concept Plan provides for a dedicated lookout and other seating areas, adjacent to the beach access paths, where interpretive signage can be installed.

- (iv) *Improve kite surfing, wind surfing, kayak etc and provide all abilities access to the beach from the Lions Park car park.*

The Lions Park Activity Node is also proposed to contain improved amenity adjacent to the new dual use path which includes shade shelters, barbeques and a 'nature play space'. The existing fitness equipment is proposed to be relocated the northern end of the Reserve.

The Lions Park Activity Node Concept Plan is shown in Figure 5 below.

Noting that some of the infrastructure at Lions Park is relatively new, implementation of the improvements may be a longer term proposition.

To address the intent of the above 'Design Driver', a dedicated water sport set-up and wash- down zone has been proposed adjacent to an improved beach access path which will allow for the transfer of water sport craft and all abilities access.

The existing carpark has been reconfigured and slightly expanded such that the parking provision has increased by approximately 20 bays.

Along with the new dual use path, a pedestrian 'educational' boardwalk is proposed that links the Lions Park carpark with the Mersey Point carpark. This feature is proposed to allow an extension of the Penguin Island experience through interpretative signage etc whilst also providing the opportunity for visitors to park at Lions Park and walk approximately 300m to Mersey Point.



5. Lions Park Activity Node Concept Plan

3. Section Two 'Design Drivers' – McLarty Road to Carlisle Street

- (i) *Review and improve general landscape design and treatment surrounding the Mersey Point facility and associated carpark.*

The Mersey Point Activity Node Concept Plan proposes improvements through the allocation of additional space for recreation/tourism activities, the integration of the new dual use path around the rear of the Mersey Point facility, additional planting, upgraded play space and rationalisation of the carpark.

The Mersey Point Activity Node Concept Plan is shown in Figure 6 below.

- (ii) *Examine the potential for the Mersey Point facility to be expanded to allow for a wider range of uses and activities.*

The footprint of the building is proposed to be retained, although the opportunity to modify the internal layout has been suggested to allow for the café/kiosk to front the western edge and enjoy a better visual connection with the coast. The existing leasehold arrangements will need to be rationalised to achieve this outcome.

An additional building, between the Mersey Point facility and the jetty has been proposed to allow for additional tourism experiences, potentially of an interpretative nature, associated with the Marine Park. A building footprint for the Secret Harbour Surf Lifesaving Club, which currently has a presence at Mersey Point, has also been shown south of the existing facility in proximity to where it accesses the beach.

- (iii) *Investigate a new dual-use path alignment around the Mersey Point facility that prioritises pedestrians and cyclists.*

As mentioned above, the existing pedestrian path terminates at the northern edge of the carpark requiring pedestrians and cyclists to navigate the carpark before returning to the path in proximity to the Mersey Point facility.

The Master Plan provides for a continuous dual use path between the coast and the carpark then behind the Mersey Point facility and ultimately linking with the path en-route to Safety Bay.

The alignment of the dual use path has been located predominantly landward of the 2030 CHRMAP erosion line.

- (iv) *Increase the potential for additional Penguin Island and Shoalwater Marine Park interpretative and educational signage.*

Potential exists to increase interpretation/education at a proposed Penguin Island Observation Deck, located adjacent to the dual use path, and the 'educational' boardwalk mentioned above. The existing interpretative signage at the ferry terminal shelter can also be enhanced.



6. Mersey Point Activity Node Concept Plan

4. Section Three 'Design Drivers' - Carlisle Street to Bent Street

- (i) *Provide infrastructure to support kite surfing and wind surfing activities in proximity to The Pond and facilitate the potential for it to host events, including national and international events.*

The Pond Activity Node Concept Plan, as shown in Figure 8 below, has been developed to provide the space and infrastructure to allow for rigging, observation, the placement of marquees etc and the general assembly of people. The spaces are multi-functional and can equally cater for day-to-day use and the hosting of events. Overflow parking locations have also been identified.

The City has formed a Focus Group, comprising those who are part of the local kite surfing and wind surfing industry and those who will be involved in the hosting of events, to assist in refining the Concept Plan.

- (ii) *Provide the opportunity for more interpretative signage and education about The Pond and Tern Bank.*

Interpretative signage locations have been identified along with a pedestrian boardwalk that links the main area of activity with the end of the Tern Bank. The boardwalk, which will have a 'light footprint', will ensure that pedestrian movement is better managed to benefit this sensitive environment.

Whilst it is recognised that Tern Bank is a fragile and dynamic landform, and approval from its management authority (Department of Biodiversity, Conservation and Attractions) is required, the benefits of this infrastructure need to be balanced against cost and the risk associated with its placement.

- (iii) *Investigate the future of the Safety Bay Yacht Club facility and consider alternative locations and what uses it could accommodate.*

A recent structural assessment has established that the Safety Bay Yacht Club building requires urgent repair to make it safe in the short-term and that it has endemic structural deficiencies which suggest that it is coming towards the end of its asset life.

Given the planning horizon of the Master Plan (20 – 30 years), it is proposed that new building/s be established to the east to accommodate a range of commercial and community uses. The Master Plan suggests a two storey building profile, that frames a public alfresco space, and that food and beverage uses be the preferred commercial uses.

The land tenure arrangements, to ensure that a commercial uses can be accommodated in the foreshore reserve, needs to be confirmed.

The removal of the Yacht Club building also opens up the vista of the ocean for this travelling south on Safety Bay Road.

The ongoing presence of the Yacht Club function itself, in the existing or proposed buildings, will be determined following consideration of matters such as the current lease arrangements, the social value of the Club and its long-term sustainability.

- (iv) *Investigate formalised access across Tern Bank to the beach for pedestrians and maintenance vehicles.*

As detailed above, a pedestrian boardwalk is proposed along Tern Bank and two other pedestrian tracks to The Pond and beach are proposed to be reinforced. An indicative alignment of the proposed boardwalk is shown in Figure 7.



7. Tern Bank Pedestrian Boardwalk

- (v) *Improve the safety and amenity of the foreshore parkland by creating separation from Safety Bay Road.*

The location of activities and amenities were reviewed and have been located on the coastal side of the foreshore, away from Safety Bay Road. The carparking will also provide a buffer from Safety Bay Road and the path network has been rationalised to provide direct, safe access.

- (vi) *Explore options for youth play amenity including skate infrastructure.*

It was established through the Site Analysis Mapping that there is a lack of recreational facilities for the older youth cohort in the study area and its vicinity. The City's *Community Infrastructure Plan 2018 – 2028* ('CIP') identifies the need for an 'Outdoor Recreation Space' in Waikiki/Warnbro, however, a site has not been confirmed.

The Master Plan has proposed an 'all ages recreation node' south of the main carpark which is shown to contain ball and skate elements, however, the make-up of the facility, and how its sits within the CIP and Development Contributions Plan, will be determined should it be part of the adopted Master Plan.



- | | |
|-----------------------------|--|
| Legend | 1 New Off Street Parking |
| Major Signage/ Wayfinding | 2 Street skate park |
| Secondary Signage | 3 New Carpark |
| Public Art | 4 Amphitheater |
| Existing Norfolk Pine Trees | 5 Possible Mixed Use Community & Commercial Built Form |
| Dual Use Path | 6 Possible Commercial Food & Beverage |
| Amenity Planting | 7 The Pond Viewing Platform |
| Swale Planting | 8 The Pond Alfresco Zone |
| Turf | 9 Bus & Trailer Parking |
| Walls | 10 Reconfigured Existing Car Park |
| Footpath | 11 Overflow Parking & Kite Boarding Set Up Space |
| Shade Structures & Barbeque | 12 The Pond Access Track |
| Perspective View | 13 Accessible Ramp |
| 2030 Erosion Line | 14 The Pond Public Event Space |
| 2070 Erosion Line | 15 The Pond Multi Use Event Space & Kite Boarding Training Space |
| | 16 Accessible Ramp |
| | 17 Scooter Track |
| | 18 All Ages Nature Play Space |
| | 19 Half Court Basketball |
| | 20 Relocated Exercise Equipment |
| | 21 Overflow Parking & Parkland |
| | 22 Tem Island Interpretation Trail |
| | 23 Tem Island Interpretation & Seating Node |

8. The Pond Activity Node Concept Plan

Confirmed at a Council meeting held on
Tuesday 29 October 2019

Mayor (B W Sammels)

5. Section Four 'Design Drivers' - Bent Street to Warnbro Beach Road

(i) *Utilise the foreshore elevation to leverage views across Warnbro Sound.*

The Master Plan has shown the potential for a café/restaurant to be established in the location of the existing toilet facility. It is possible that the existing building would be demolished and a purpose built café/restaurant, with associated public toilets, would be constructed with an alfresco/observation deck established on the ocean-side. The land tenure arrangements, to ensure that a commercial use can be accommodated in the foreshore reserve, needs to be resolved.

Other lookout opportunities adjacent to the dual use path have been identified.

Although not responding to this 'Design Driver', another significant element of this Activity Node is the potential for a jetty/swimming platform in the vicinity of the existing beach access pedestrian ramp. The jetty/swimming platform was seen to be a major place-making feature and provide an attractor which this section of the coast does not currently offer.

Other amenity improvements are proposed, along with additional street parking, although the existing shade shelters in proximity to Warnbro Beach Road are to be retained.

The Waikiki Beach Activity Node Concept Plan is displayed in Figure 9 below.

(ii) *Improve the safety and amenity of the foreshore parkland by creating separation from Safety Bay Road.*

Addressed in the same way as Point 4(v) above.

(iii) *Explore options for a youth play facility including skate infrastructure.*

Proposed to be located in The Pond Activity Node; refer to Point 4 (iv) above.



9. Waikiki Beach Activity Node Concept Plan

Implications to Consider

a. Consultation with the Community

The Master Plan 'Design Drivers' were adopted by Council after considering the outcomes of the Site Analysis Mapping and Initial Community Consultation conducted in February/March 2019. In summary, the Initial Community Consultation was a survey based approach which was designed to gain an appreciation of the existing values attached to the foreshore, where there is capacity for change and to what extent. Almost 625 survey responses were received and interviews were conducted with numerous local residents and business owners.

The Initial Community Consultation was also discussed at a Councillor Engagement Session on 9 April 2019.

Should Council consent to the Master Plan being advertised for comment, it will be advertised across the City's various communication platforms and the City will directly contact those that registered an interest during the Initial Community Consultation along with landowners in proximity to the study area.

Further, the City has scheduled meetings with key parties that can assist in resolving the design for the Mersey Point and The Pond Activity Nodes.

The consultation period will be approximately one month, from the second week of October, and include two general 'Information Workshops' during the consultation period.

b. Consultation with Government Agencies

Five State Government Agencies were contacted during the 'Initial Community Consultation' and they will be invited to comment on the draft Master Plan.

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 Community Plan 2019-2029:

Aspiration 1: *Actively Pursue Tourism and Economic Development*

Strategic Objective: *Coastal Destination - Promote the City as the premier metropolitan coastal tourism destination.*

d. Policy

Nil

e. Financial

The current Budget allocates \$600,000 for the implementation of a Master Plan project and the adopted Business Plan 2019/20 – 2028/29 identifies an additional \$500,000 in 2020/2021. A decision on what project these funds contribute towards will be made following the adoption of the Master Plan which will contain probable costings for each element.

The final Master Plan will be used as a basis to allocate and seek funding for implementation over its planning horizon of 20 – 30 years.

f. Legal and Statutory

Nil

g. Risk

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

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

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

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

Nil

Comments

The draft Master Plan has sought to respond to the adopted 'Project Purpose' and the intent of the 'Design Drivers'. It seeks to reinforce and protect the assets which make Shoalwater and Safety Bay a popular destination and introduce improvements that build on its appeal.

It must be recognised that the Master Plan provides a perspective of what the foreshore might contain and how it could function in the long term, say 20 – 30 years. The significant improvements will not be delivered en-mass in the coming years but considered for delivery as funds become available. The Master Plan will be a valuable resource in attracting funding from the various providers.

The Master Plan preparation is running parallel with a number of other strategies being progressed by the City which will ultimately assist in resolving some of the finer detail. The Master Plan has ensured that there is inherent flexibility to cater for these minor changes, should they be needed.

It is therefore recommended that Council approves the draft Master Plan for the purpose of being advertised for public comment. Following the completion of the public comment period and the consideration of submissions, it is expected that the Master Plan will be referred to Council in December 2019 for adoption.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the draft Shoalwater Safety Bay Foreshore Master Plan for the purpose of inviting public comment.

Committee Recommendation

That Council **APPROVES** the draft Shoalwater Safety Bay Foreshore Master Plan for the purpose of inviting public comment.

Committee Voting (Carried) – 5/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Hamblin, seconded Cr Liley:

That Council **APPROVES** the draft Shoalwater Safety Bay Foreshore Master Plan for the purpose of inviting public comment.

Carried – 9/0

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

Not Applicable

Council Resolution – En bloc Resolution

Moved Cr Stewart, seconded Cr Whitfield:

That the committee recommendations in relation to Agenda Items GM-021/19 and CD-023/19 be carried en bloc.

Carried – 9/0

Corporate and Community Development Committee

**General Management Services
Human Resource Development**



Reference No & Subject:	GM-021/19	Christmas/New Year Administration Centre Closure 2019/2020
File No:	CPM/3	
Proponent/s:		
Author:	Mr Ben Searcy, Manager Human Resource Development	
Other Contributors:		
Date of Committee Meeting:	17 September 2019	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:		
Lot Area:		
Attachments:		
Maps/Diagrams:		

Purpose of Report

Council consideration of closing the City of Rockingham Administration Centre over the 2019/2020 Christmas/New Year period.

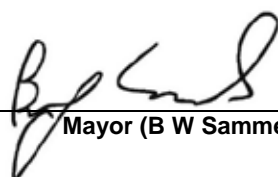
Background

The City of Rockingham normally closes the Administration Centre over the Christmas/New Year Period, a practice commenced over ten years ago. City staff access accrued rostered days off, annual leave or leave without pay for those days other than the public holidays specified in the relevant Enterprise Agreement.

Past statistics show that there is a significant decline in customer demand during the period.

The closure of local government administration offices during this period is commonplace in the metropolitan area.

Confirmed at a Council meeting held on
Tuesday 29 October 2019


Mayor (B W Sammels)

Details

In considering the forthcoming 2019/2020 Christmas/New Year period it is proposed that the Administration Centre be closed from 4:30pm, Tuesday 24 December 2019 to and including Wednesday 1 January 2020, reopening Thursday 2 January 2020.

The closure period is shown in the following calendar:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Dec 23 Open	Dec 24 Open	Dec 25 Christmas Day Public Holiday	Dec 26 Boxing Day Public Holiday	Dec 27 Closure	Dec 28	Dec 29
Dec 30 Closure	Dec 31 Closure	Jan 1 New Year's Day Public Holiday	Jan 2 Re-opens	Jan 3 Open	Jan 4	Jan 5

Arrangements will be made for out-services such as libraries and the Operations Centre to ensure that an appropriate level of service is maintained for the community.

Implications to Consider

a. Consultation with the Community

Advertisements will be placed in the local newspaper, Council website, notice boards and social media platforms advising the closure dates for City services.

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

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

Aspiration 4: *Deliver Quality Leadership and Business Expertise*

Strategic Objective: *Effective Governance – Apply systems of governance which empower the Council to make considered and informed decisions within a transparent, accountable, ethical compliant environment.*

d. Policy

Nil

e. Financial

Employees will access leave entitlements for the additional days' leave during the period.

f. Legal and Statutory

The relevant clauses of the Rockingham Enterprise Agreements will be followed.

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 period between Christmas and New Year is traditionally a quiet time with a reduced demand for over the counter customer service and with supporting advertising, the Administration Centre closure has minimal impact on service delivery to the community.

Rangers, Smart Watch and other essential service providing teams will continue to work on a rostered basis and nominated staff will be available for emergency situations. Arrangements will be made with staff who are required to attend events to ensure the events are appropriately resourced and on-call arrangements are in place with specific staff across the organisation.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the closure of the Administration Centre for the period from 4:30pm, Tuesday 24 December 2019 to and including Wednesday 1 January 2020, reopening Thursday 2 January 2020.

Committee Recommendation

That Council **APPROVES** the closure of the Administration Centre for the period from 4:30pm, Tuesday 24 December 2019 to and including Wednesday 1 January 2020, reopening Thursday 2 January 2020.

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

That Council **APPROVES** the closure of the Administration Centre for the period from 4:30pm, Tuesday 24 December 2019 to and including Wednesday 1 January 2020, reopening Thursday 2 January 2020.

Carried en bloc

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

Not Applicable

Community Development Community Infrastructure Planning



Reference No & Subject:	CD-023/19	Cooloongup Youth Space replacement – Final concept design
File No:	CPR/1180	
Proponent/s:		
Author:	Mrs Claire O'Neill, Community Infrastructure Project Officer	
Other Contributors:	Mr Gary Rogers, Manager Community Infrastructure Planning	
Date of Committee Meeting:	17 September 2019	
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Site:	Lot 2522 Willmott Drive, Cooloongup	
Lot Area:	35749m2	
Attachments:	Cooloongup Youth Space Concept Design	
Maps/Diagrams:	<ol style="list-style-type: none">1. Current and proposed skate park location2. Artist impression of concept design3. Cooloongup Youth Space Concept Design	

Purpose of Report

To seek Council approval of the Cooloongup Youth Space concept design.

Background

In 2015 an audit was completed on four of the City's existing youth spaces (Singleton Skate Park, Daniel Kelley Memorial Skate Park, Port Kennedy Skate Park and Cooloongup Skate Park). The purpose of the audit was to identify maintenance works required at the City's skate parks and to identify whether or not they still meet the functional requirements for a modern skate park / youth space, given that the majority of them were constructed in the early 1990s.

Cooloongup Skate Park has been in use by the community since 2000, and was identified by the skate park audit as being inadequate to serve the current and future needs of the community. As a result, the existing skate park will be demolished and replaced. The intent of the replacement is to develop a contemporary skate park that will provide a unique contribution to the City's network of youth outdoor recreation spaces.

The draft concept design was presented to the community for feedback during May/June 2019, and the final concept design has considered the feedback received throughout the consultation process.

Details

Location

Prior to commencing consultation or concept design, a number of locations within Alf Powell Reserve were investigated for their potential to increase surveillance and make use of the natural site topography to achieve the best design outcomes. A total of seven locations throughout the reserve were considered, and the outcome was that the position of the new skate park is in a very similar location to the existing one, but will extend further to the south to accommodate a larger footprint and use a natural slope within the reserve. The other six locations were discounted as possibilities for various reasons including proximity to residents or roads, surveillance issues, impact on mature trees within the reserve, impact on path networks and other reserve uses, and restricted design capacity due to drainage issues.



Figure 1: Current and proposed skate park location

Final concept design

The final concept design shown above includes three key areas; the transition zone, street line, and mini ramp. The placement of the three areas has been designed to maximise the existing reserve levels and passive surveillance.

The transition zone is a bowl area that provides opportunities for riders of all skill levels to practice both transition and pump skating. The inclusion of pump bumps, and elements such as the taco and transition extension appeals to skate, scooter and BMX, and is designed at a minimum height on the southern side to maximise passive surveillance from Willmott Drive.

The street line is a number of elements such as ledges, banks, kerbs and rails that are grouped in a straight line on the northern side of the park, which gives local riders a chance to practice street skating within the park.

Half pipe skating was identified in previous consultations as popular, and those elements were noted to be well used in both the current Cooloongup Skate Park and at Port Kennedy prior to the new skate park being developed. This design offers that popular element again, and its separation from the other areas makes it a space where riders can skate one at a time if other parts of the park are more crowded.

The skate park will accommodate a variety of users including skate, scooters and bikes. The design is accessible to beginners, while also providing a chance for them to improve their skills, and for more advanced users to challenge themselves.

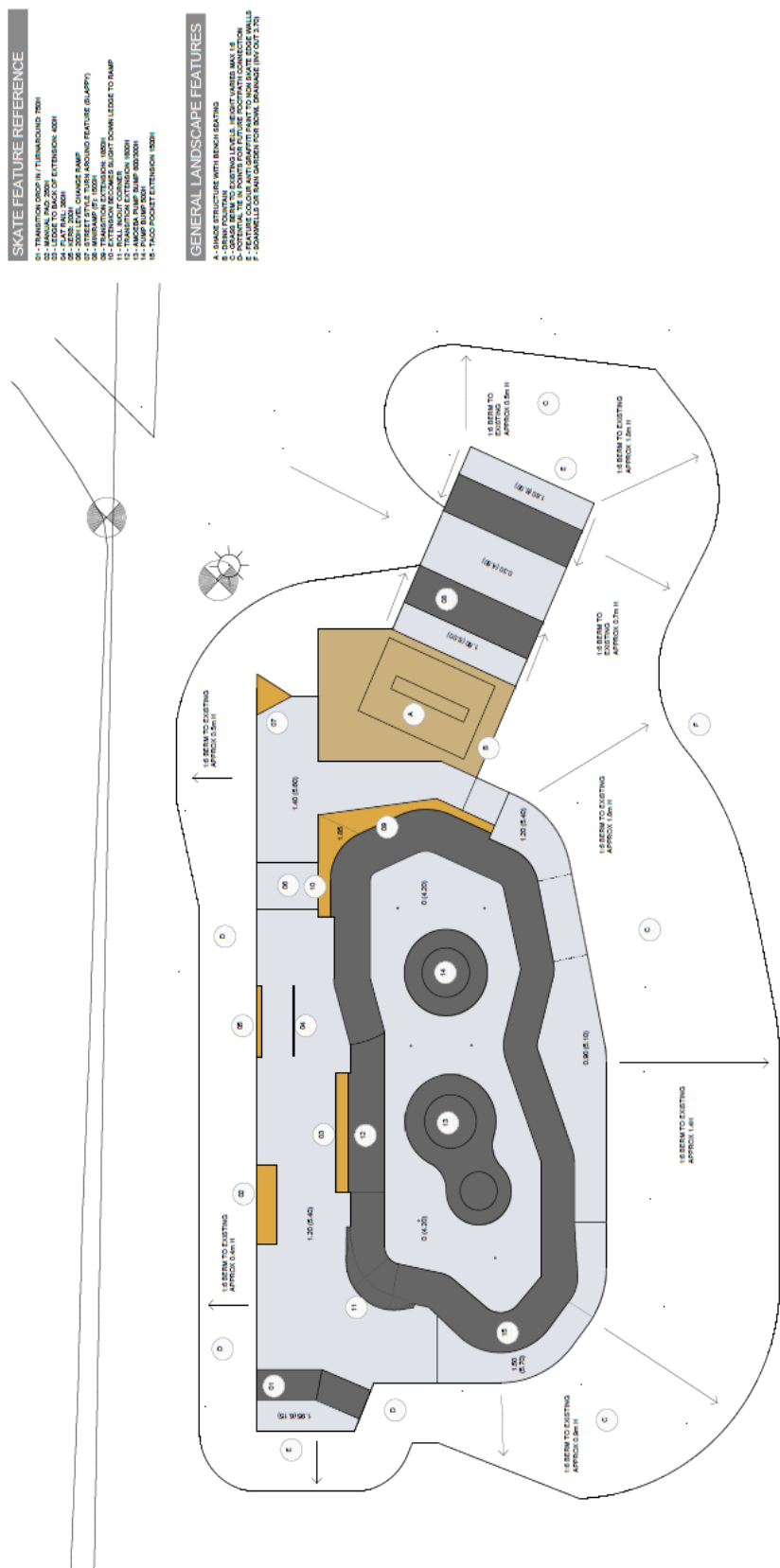
The park will be supported by amenities including shelter, seating, drink fountain, and bins.

A direct path connection to the skate park is not part of this design, in favour of exploring the potential to resolve the broader path network from the numerous access points throughout the reserve. This was seen as providing better accessibility outcomes than attempting to connect the skate park to the nearest undesirable path connection that requires people to walk through a scrub area. It could also help to create a connection between the skate park and nearby parking at Westerly Family Centre. Parking is not part of the project due to the catchment area being within a walkable distance and informal parking potential on Grange Drive, however there would be benefits to creating connections to nearby parking that already exists.

Security is considered in the design by eliminating hiding places and maximising surveillance by passing vehicles and pedestrians. The process to consider the suitability of the reserve for CCTV has commenced, which will include a Threat and Vulnerability Analysis.



Figure 2: Artist impression of concept design



COOLOONGUP NEIGHBOURHOOD SKATEPARK
CONCEPT PLAN - JULY 2019



Figure 3: Cooloongup Youth Space Concept Design

Confirmed at a Council meeting held on
Tuesday 29 October 2019

B W Sammels
Mayor (B W Sammels)

Implications to Consider

a. Consultation with the Community

Consultation has been implemented with a range of relevant community groups and individuals throughout the concept design. Key target groups have included the Skate Park Reference Group, the adjacent Cooloongup Primary School, and nearby residents.

The methods of consultation were:

- Resident with properties directly facing the reserve were consulted by mail on one of the potential locations considered during the initial stages of the project.
- Site visit to Cooloongup Skate Park by City officers and design consultants prior to starting design, to consult with members of the Skate Park Reference Group and residents using the facility at the time.
- The draft concept design was advertised to the community on Share Your Thoughts between 22 May and 6 June 2019. The Share Your Thoughts link was advertised on the City's Facebook page, and residents within a 100m radius of the reserve received a letter advising of their opportunity to provide comment.
- Residents within a 200m radius of Alf Powell Reserve received a letter advising them that the concept design was available and of their opportunities to provide comment.
- A community information session was held at Hourglass Reserve Clubrooms on the evening of Wednesday 29 May 2019 to present and discuss the draft concept design.

Resident consultation outcomes

Residents living near the location have provided feedback based on their first-hand knowledge and experience of the reserve and the area. This feedback has had the benefit of highlighting some incidents of unauthorised vehicle access and anti-social behaviour reported at the reserve, in order to ensure that these perceived and actual issues are considered in the design.

Skate Reference Group Consultation outcomes

The Skate Park Reference Group is comprised of local residents of various ages, skill levels and interests, involved in the skate, scooter and BMX community within the Rockingham area and beyond. This group, in conjunction with Skate Sculpture, has provided feedback based on their first-hand knowledge of the City's existing skate parks, along with comparisons to skate facilities in the wider Perth region. Their comments were sought on a number of occasions prior to and during the concept design. This feedback has contributed to creating a contemporary concept that is in keeping with industry trends while avoiding duplication of nearby facilities.

Primary school consultation outcomes

City officers presented the draft concept design to students at Cooloongup Primary School, and students provided feedback based on their local knowledge of the existing skate park and reserve. This has provided the benefit of insight into the needs not only of riders coming to use the skate park, but also those who come to use the reserve for other recreation purposes. Students answered two survey questions: "What do you like the most about the design?" and "What do you like least about the design?" The key trends resulting from the survey data were that the items the students liked most were the taco extension, the mini ramp, and the provision of shade and a drink fountain. When asked which items were their least favourite, the most prominent response was "Nothing, I like all of it," followed by rails and the absence of toilets.

Consultation workshop outcomes

The community was invited to attend a workshop where the draft concept design was presented and discussed. 13 members of the public attended, with local residents and the Skate Park Reference Group both being represented. The table below shows the discussion trends relating to the draft concept design and the surrounding reserve during the workshop, and the outcomes in the final concept design.

Topic	Discussion points	Outcomes/comments
Skate design		
Bike friendly design	Some users requested consideration of a pump track being added to the design.	The skate park is designed to be able to accommodate a variety of users, including bikes. While not a pump track, this feedback was considered during changes to the bowl transition area that improve the design for bike use.
Beginner friendly design	Due to the varied levels of the skate park, there was some concern that the park would not be friendly for beginner riders.	The park is designed to accommodate beginners, but also to include elements that challenge riders to improve their skills.
Open transition area	The draft concept design featured an open bowl transition area that intended to maximise surveillance and to provide drainage run-off points. There was some concern that the open design left made the park vulnerable to vandalism by vehicles.	Following community consultation, the design was changed to close the bowl area. The road side is still lower to provide surveillance, but there is also a physical barrier that prevents vehicle access. This change in the design required alternative drainage to be included in the project, but also provided an opportunity to change the general design within the bowl area, improving its capacity for bike use as a secondary result.
Possible collision zone	The draft concept design included a connection to the existing path as the formal entry point. This resulted in the skate park entry also being part of the skate plaza, and entry to the bowl area. There was concern that there was not enough room in this area to avoid possible collisions.	As a result of removing the undesirable path connection following the draft concept design, this is no longer the key entry point. The entry point to the bowl area was also moved to a more open area.
Mini ramp	The community indicated a preference to keep the mini ramp separate from the other skate elements are to prevent riders flowing into it. This makes the park more beginner friendly.	No change required.

Topic	Discussion points	Outcomes/comments
Reserve environment		
Security	Due to reported instances of anti-social behaviour, vehicle access, and the hidden pathway access through the scrub area, there was a perception that security was an important consideration. A common request to address this issue was CCTV.	Security is considered in the design by eliminating hiding places and increasing the potential for surveillance by passing vehicles. The connection through the scrub area is not ideal and is not encouraged as a connection point in the new design. The process to consider the suitability of the reserve for CCTV has commenced, which will include a Threat and Vulnerability Analysis.
Lighting	The issue of lighting was polarising among the groups, Some considered lighting as useful to extend the hours of operation and accommodate those who use skate parks after work hours or the park is less likely to be in use by children and beginners. The potential for lighting to either attract or deter anti-social behaviour was also debated. It was generally agreed that any level of overhead lighting would be used to skate after dark.	Lighting does not form part of the project scope. The size and layout of the new skate park mean that the existing single overhead light will not provide a safe or consistent level of lighting, and advice from the City's insurer indicates that providing a level of lighting that promotes use but is not considered sufficient could be a liability issue. The existing light will be removed as part of the demolition.
Toilets	Toilets were requested to make the facility family friendly. There was some discussion between groups as to the benefits to toilets versus their perceived potential to attract antisocial behaviour.	Toilets are not part of the scope of a neighbourhood level facility, since it is intended to cater for a walkable catchment area.
Parking	Parking was requested closer than the existing parking at the adjacent Westerly Family Centre.	Parking is not part of the scope of a neighbourhood level facility, since it is intended to cater for a walkable catchment area. If parking becomes an issue in the future, there is potential to provide closer informal parking by changing the kerb on Grange Drive to be mountable. There is also potential to increase the link between the Westerly Family Centre parking and the reserve using future path networks.

Topic	Discussion points	Outcomes/comments
Reserve environment		
Path network	There is only one formal path to the skate park, which is considered unsafe since it passes through a scrub area that hides users from any surrounding surveillance	Throughout the project, attempting to create a path network specific to the skate park has not been able to produce a satisfactory outcome due to the numerous entry points around the reserve. As a result, a path network has been removed from the concept design, and a request will be made through the Parks Services team to develop a path network design that benefits the reserve as a whole, with consideration for the family centre, the primary school, the nearby public transport, and the underpass that are all used as entry points to the reserve. While this will result in no clear path connection to the skate park in the short term, the long term result will be that the safety and accessibility of all reserve users is considered.

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

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

Aspiration 3: *Plan for Future Generations*

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

d. Policy

Nil

e. Financial

\$590,000 has been allocated to this project for design and construction through the City's Asset Management program. \$50,000 was allocated within the budget for design fees, and the cost estimate of \$471,000 for construction of the final concept indicates that it can be achieved within the allocated 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

The final concept design for the Cooloongup Youth Space has been developed with consideration for the project objectives, consultation with relevant stakeholders, and technical advice from internal teams and the appointed skate park designers.

Community feedback specific to the skate elements has been considered in the final concept design, notably closing the transition bowl and improving the capacity for bikes to use the park. Requests relating to toilets and parking were noted but in light of the facility's walkable catchment area these amenities are not included.

Following community consultation, a request has been submitted to assess the suitability of the reserve for CCTV. However, CCTV is not included in the scope of the skate park replacement project and is not included in the current cost estimates.

The new facility will be a unique contribution to the City's network of skate parks, and will appeal to a variety of user groups and skills levels. Cost estimates indicate that it can be achieved within the allocated \$590,000 design and construction budget. Construction of the new skate park, including demolition of the existing facility, is scheduled for 2020.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the Cooloongup Youth Space Concept Design.

Committee Recommendation

That Council **APPROVES** the Cooloongup Youth Space Concept Design.

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

That Council **APPROVES** the Cooloongup Youth Space Concept Design.

Carried en bloc

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

Not Applicable

Community Development Community Infrastructure Planning



Reference No & Subject:	CD-024/19 Community Infrastructure Plan 2019
File No:	CSV/1931-06
Proponent/s:	
Author:	Mr Gary Rogers, Manager Community Infrastructure Planning
Other Contributors:	
Date of Committee Meeting:	17 September 2019
Previously before Council:	CD031/18 (18 December 2018); CD-025/18 (25 October 2018); CD-025/17 (25 October 2017); CD-032/16 (25 October 2016); CD-044/15 (24 November 2015); CD-042/15 (27 October 2015); CIP-009/11 (24 May 2011); CIP-005/11 (22 March 2011)
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	
Lot Area:	
Attachments:	Community Infrastructure Plan 2019
Maps/Diagrams:	

Purpose of Report

To seek Council adoption of the Community Infrastructure Plan 2019 (CIP).

Background

The CIP was first adopted by Council in 2011. In 2019, the Strategic Development Framework Policy was revised and subsequently endorsed by Council. The policy requires the CIP to be reviewed annually, presented to the August Councillor Engagement Session, and submitted to the Ordinary Council Meeting in September every year for adoption.

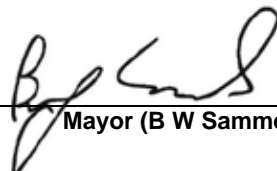
Details

As part of the City's Strategic Planning Framework, the CIP is an important link in guiding the allocation of City resources toward the achievement of key economic, social, environmental and community aspirations.

The purpose of the CIP is to;

- Guide the development, timing, design and location of community infrastructure over the next 10 to 15 years;

Confirmed at a Council meeting held on
Tuesday 29 October 2019



Mayor (B W Samuels)

- Clearly identify the services and facilities required for the City's emerging population, based on supply and demand analysis, and identification of service catchments;
- Specifically identify the capital costs associated with proposed community infrastructure to inform the City's Business Plan
- Meet the requirements of SPP3.6, providing a robust basis for the City's Development Contribution Plan; and
- Provide the City with a documented framework of community infrastructure planning principles and guidelines.

The 2019 CIP is consistent with the 2018 version, and provides an update on all projects previously listed, including those for which works have commenced or been completed. There are no changes to the scope of projects and no additions or deletions of projects, with the following minor changes between the two documents:

- The inclusion of a percent for art in all project cost estimates;
- The alteration of the opening dates for the Baldivis District Sporting Complex; and
- The alteration of the completion date of Rockingham Youth Venue and Koorana Reserve Master Plan to reflect the current situation of both projects.

Implications to Consider

a. Consultation with the Community

Consultation with key stakeholders will occur throughout the detailed development and design process for each specific project where relevant.

b. Consultation with Government Agencies

While the 2019 CIP has not been subject to broad consultation with government agencies, it should be noted that many individual projects are, or will be, the subject of consultation during detailed planning and design development.

Consultation with other agencies such as Department of Local Government, Sport and Cultural Industries and Lotterywest will occur in relation to the planning and funding of relevant projects.

The CIP enables the City to be position ready to approach State and Federal Governments in respect to any future funding or grant availability.

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 Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

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

d. Policy

The Strategic Development Framework Policy outlines the detail and timing of the annual Community Infrastructure Plan review.

The Sports and Community Facility Provision Policy guides the scale of sporting and community buildings.

e. Financial

The 2019 CIP provides financial data to inform the City's Business Plan. The capital expenditure implications associated with the projects within the CIP Implementation Plan amount to \$122,811,000.

The cost summary for each project has been prepared by a qualified, independent accredited quantity surveyor, based on the scope and detail available at the respective development stage of each project. The cost of each project has been escalated to the year of construction.

Revenue through external grants and development contributions, which may assist in reducing municipal expenditure, is considered as part of the City's revenue strategy that underpins the business planning process, however are not reflected in the CIP.

f. Legal and Statutory

State Planning Policy 3.6 – Development Contributions for Infrastructure, allows for development contributions to be sought for items of infrastructure that are required to support the orderly development of an area. Development Contribution Plans for community infrastructure must be supported by the following:

- A community infrastructure plan for the area, identifying the services and facilities required over the next five to 10 years, supported by needs analysis and identification of service catchments
- A capital expenditure plan detailing at least five years into the future which identifies the capital costs of facilities, and revenue sources including capital grants and provision programs
- Project growth figures including the number of new dwellings to be created at suburb or district catchment level
- A methodology for determining the proportion of community infrastructure costs to be attributed to growth, and the proportion to be attributed to existing areas

The preparation and endorsement of the CIP contributes to meeting the above requirements to enable the City to implement a Development Contribution Plan.

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

There is one high financial risk identified within the CIP.

This risk relates to the inability to deliver the CIP Implementation Plan as a result of changes to the City's financial capacity. The potential outcome of this is that projects are deferred and cost increases occur due to escalations.

This risk is addressed through the annual review of the CIP which includes annual project cost assessments by a qualified Quantity Surveyor in conjunction with Corporate Services, to ensure alignment of the CIP Implementation Plan with the City's annual budget and Business Plan preparations.

Comments

The purpose of the annual review of the CIP is to enable it to be adaptive and reflect changes in community needs and trends as well as specific project circumstances. The Plan provides ongoing commentary on the development progress of major community infrastructure projects to be delivered over the next ten to fifteen years.

The City has a finite amount of land and financial resources, and cannot deliver all community infrastructure immediately. While community infrastructure planning principles and provision guidelines are the primary measure to determine project need and priority, the Implementation Plan to deliver these projects is guided by the financial capacity of the City, in addition to other project-specific dependencies.

There is an inherent risk with any document such as the CIP, that specific project timeframes may be impacted by unforeseen circumstances which are beyond the control of the City. This presents a number of challenges in relation to project delivery and timeframes, however the City has a strong project management and governance framework in place to mitigate this risk.

Using a strategic, planned approach to the future development of community infrastructure provides a strong basis for the City to engage with funding bodies such as Lotterywest and Department of Local Government, Sport and Cultural Industries. This approach has proven successful with external funding commitments received for projects including Baldivis District Sporting Complex (Stage 1 civil works), Koorana Reserve Master Plan, Baldivis South Community Centre, The Harbour Playground, Singleton Sports and Community Centre, Golden Bay Sports Pavilion and Baldivis South Sports Pavilion. Subject to Council endorsement of the 2019 CIP, Officers will use the revised plan in future discussions with these agencies.

The 2019 CIP reflects the City's current situation, and the needs of the current and future community, providing a robust and achievable implementation plan which will inform the next Business Plan review.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **ADOPTS** the Community Infrastructure Plan 2019.

Committee Recommendation

That Council **ADOPTS** the Community Infrastructure Plan 2019.

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

Moved Cr Whitfield, seconded Cr Elliott:

That Council **ADOPTS** the Community Infrastructure Plan 2019.

Carried – 9/0

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

Not Applicable

Council Resolution – En bloc Resolution

Moved Cr Stewart, seconded Cr Whitfield:

That the committee recommendations in relation to Agenda Items CD-025/19 and CD-026/19 be carried en bloc.

Carried – 9/0

Community Development Community Infrastructure Planning	
Reference No & Subject:	CD-025/19 Community Sporting and Recreation Facilities Fund Forward Planning Grant 2020/2021 Application Assessment
File No:	GRS/8-08
Proponent/s:	
Author:	Ms Carly Kroczek, Senior Community Infrastructure Planning Officer
Other Contributors:	Mr Gary Rogers, Manager Community Infrastructure Planning
Date of Committee Meeting:	17 September 2019
Previously before Council:	
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	Lots 4, 103,104,105 Eighty Road
Lot Area:	
Attachments:	
Maps/Diagrams:	

Purpose of Report

To seek Council approval to submit a funding application for the Baldivis District Sporting Complex – District Pavilion to the Department of Local Government, Sporting and Cultural Industries, Community Sporting and Recreation Facilities Fund 2020/2021 Annual and Forward Planning Grant.

Background

The Community Sporting and Recreation Facilities Fund (CSRFF) is a funding program offered by State Government through the Department of Local Government, Sports and Cultural Industries (DLGSCI). The program provides financial assistance to community groups and local governments to develop infrastructure for sport and recreation. The program aims to maintain or increase participation in sport and recreation, with an emphasis on physical activity through the rational development of good quality, well-designed and well-utilised facilities.

Applicants must be an incorporated, not for profit sporting, recreation or community organisation, or a local government entity. Projects must be developed on land which is a Crown reserve, land owned by a public authority, or municipal property.

Applications for forward planning grants are accepted once per calendar year.

Projects with a total cost that exceeds \$500,000 are eligible to apply for a forward planning grant for up to one third of the total project cost, to a maximum grant amount of \$2,000,000.

All applications are required to be submitted to the relevant local government authority for initial review, assessment and prioritisation using the criteria developed by the DLGSCI.

Subject to Council approval, applications are then submitted to DLGSCI for assessment. Applications for the 2020/2021 annual and forward planning grants close on Friday 27 September 2019.

Details

One application for the forward planning grant will be submitted to the DLGSCI, subject to Council approval. A summary of the application is provided below.

Baldivis District Sporting Complex (District Pavilion)

The Baldivis District Sporting Complex (BDSC) is included in the City's Community Infrastructure Plan (CIP) and subsequent funding has been allocated through the Business Plan. The completion of the BDSC is a high priority project for the City.

Once operational, the complex will provide approximately 8 hectares of additional active open space, a district pavilion, indoor recreation centre and outdoor hardcourts, as well as a youth recreation space.

The BDSC is being developed in multiple stages, with the first stage encompassing all civil works, establishment of services and the installation of reticulation and turf to the playing areas. An application for \$2M to contribute towards stage one works was submitted in the 2018/19 grant round, and an allocation of \$1.5M was subsequently approved.

The construction of the district pavilion, and installation of flood lighting and fixed sporting infrastructure will occur soon after the completion of stage one works, and form part of the application for stage two works. The detailed design of the district pavilion is in progress, and the design for the flood lighting is complete.

Subsequent applications will be submitted in future grant rounds for the construction of the indoor recreation centre, and junior pavilion and outdoor hardcourts.

Implications to Consider

a. Consultation with the Community

The application process requires the applicant to discuss their project with relevant State Sporting Association. The City has previously discussed both projects with:

- Western Australian Cricket Association; and
- Western Australian Football Commission

b. Consultation with Government Agencies

As required by CSRFF guidelines, officers have liaised with the DLGSCI prior to preparing the application. The application will be forwarded to the DLGSCI for assessment subject to Council approval.

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 Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

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

d. Policy

Nil

e. Financial

Funding for the implementation of the Baldivis District Sporting Complex is included within the City's Business Plan, and annual budget.

The City will be requesting a contribution of \$2 million from DLGSCI. This amount is one third of eligible project costs including clubrooms, storage and viewing areas, sports floodlighting and cricket nets.

f. Legal and Statutory

Nil

g. Risk

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

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

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

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

Nil

Comments

The application has been assessed and then ranked using the prescribed assessment criteria. A summary of the assessment is detailed below.

Baldivis District Sporting Complex

Criteria	Satisfactory	Unsatisfactory	Not relevant
Project justification	Ü		
Planned approach	Ü		
Community input	Ü		
Management planning	Ü		
Access and opportunity	Ü		
Design	Ü		
Financial viability	Ü		
Co-ordination	Ü		
Potential to increase Physical activity	Ü		
Sustainability	Ü		

The need for additional active open space within Baldivis is well documented. The need is clearly demonstrated and expressed by local clubs and the community. The City finalised the purchase of land in 2017, which was necessary to ensure community needs were being addressed.

Since the completion of the land acquisition process, a significant amount of planning for the BDSC has taken place, with input from key stakeholders and proposed user groups. Consultation will continue with key stakeholders throughout the design and construction phases.

The project will increase physical activity through the provision of amenities such as change rooms, first aid room, and flood lighting to complement the approximately 8 hectares of active open space, which will be provided as part of the stage one works. Without these amenities in place, use of the active reserve would be limited, with night time training and competition not possible. The general operations of the club would be limited due to the lack of storage for equipment and toilets/change

rooms for players and spectators, and the facility would not meet the core requirements for competition as specified by State Sporting Associations.

The project is well planned and needed by the municipality and is considered the highest priority for the City.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **ENDORSES** the submission of an application for the Baldivis District Sporting Complex – District Pavilion, to the Department of Local Government, Sport and Cultural Industries 2020/2021 Community Sport and Recreation Facilities Fund as priority one with the designated rating of (A) – well planned and needed by municipality.

Committee Recommendation

That Council **ENDORSES** the submission of an application for the Baldivis District Sporting Complex – District Pavilion, to the Department of Local Government, Sport and Cultural Industries 2020/2021 Community Sport and Recreation Facilities Fund as priority one with the designated rating of (A) – well planned and needed by municipality.

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

That Council **ENDORSES** the submission of an application for the Baldivis District Sporting Complex – District Pavilion, to the Department of Local Government, Sport and Cultural Industries 2020/2021 Community Sport and Recreation Facilities Fund as priority one with the designated rating of (A) – well planned and needed by municipality.

Carried en bloc

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

Not Applicable

Community Development Community Capacity Building



Reference No & Subject:	CD-026/19	Recommendation from the Cultural Advisory Committee Meeting held on 14 August 2019
File No:	CSV/27-6	
Author:	Ms Rebekka Jarvis, Acting Coordinator Cultural Development and the Arts	
Other Contributors:	Ms Julia Dick, Collaborative Manager Community Capacity Building	
Date of Committee Meeting:	17 September 2019	
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	
Attachments:	Minutes of the Cultural Advisory Committee Meeting held on 14 August 2019	
Maps/Diagrams:		

Purpose of Report

For Council to approve the name change of the Cultural Advisory Committee to the Cultural Development and the Arts Advisory Committee.

Recommendations to the Corporate and Community Development Committee

Advisory Committee Recommendation 1 of 1: Name of Advisory Committee change

That Council **APPROVES** that the name of the Cultural Advisory Committee change to Cultural Development and the Arts Advisory Committee.

Officer Recommendation if Different to Advisory Committee Recommendation

Nil

The Officer's Reason for Varying the Advisory Committee Recommendation

Nil

Background

The Cultural Advisory Committee's Terms of Reference is 'to provide advice and guidance on cultural development and the arts, whilst representing the community's needs and aspirations in line with the City's Cultural Development and the Arts Strategy'. Although the definition of the word 'cultural' means 'of or relating to artistic or social pursuits or events considered to be valuable or enlightened' (Collins Dictionary), most people would not automatically associate 'arts' with this word. The committee is therefore concerned that omitting the word 'arts' from the Advisory Committee title fosters misconception about the City's commitment to art.

Confirmed at a Council meeting held on
Tuesday 29 October 2019

Mayor (B W Sammels)

Changing the title to Cultural Development and the Arts Advisory Committee will avoid this misconception, whilst also aligning it more closely to the Cultural Development and the Arts Strategy 2018-2022.

Implications to Consider

a. 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 2: *Grow and nurture community connectedness and wellbeing*

Strategic Objective: *Community Capacity Building – Empower the community across all ages and abilities to be culturally aware and involved with a diverse range of community initiatives that incorporate volunteering, sport, culture and the arts.*

b. Policy

The Governance and Meeting Framework Policy will be updated to reflect the committee name change.

c. Financial

Nil

d. Legal and Statutory

Nil

e. Voting Requirements

Simple Majority

f. 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

Committee Recommendation

That Council **APPROVES** that the name of the Cultural Advisory Committee change to Cultural Development and the Arts Advisory Committee.

Committee Voting (Carried) – 4/0

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

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Council Resolution

That Council **APPROVES** that the name of the Cultural Advisory Committee change to Cultural Development and the Arts Advisory Committee.

Carried en bloc

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

Not Applicable

14.	Receipt of Information Bulletin
	<p>Moved Cr Stewart, seconded Cr Liley:</p> <p>That Council RECEIVES the Information Bulletin as follows:</p> <ol style="list-style-type: none">1. Planning and Development Services Bulletin – September 2019;2. Engineering and Parks Services Bulletin – September 2019;3. Corporate and General Management Services Bulletin - September 2019; and4. Community Development Bulletin – September 2019 <p style="text-align: right;">Carried – 9/0</p>

15. Report of Mayor

**City of Rockingham
Mayor's Report**



Reference No & Subject:	MR-009/19	Meetings and Functions Attended by the Mayor and Deputy Mayor
File No:	GOV/3	
Proponent/s:	City of Rockingham	
Author:	Cr Barry Sammels, Mayor	
Other Contributors:	Cr Deb Hamblin, Deputy Mayor	
Date of Council Meeting:		
Previously before Council:		
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive	

Purpose of Report

To advise on the meetings and functions attended by the Mayor and Deputy Mayor during the period 27 August 2019 to 24 September 2019.

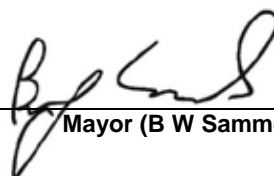
Background

Nil

Details

Date	Meeting/Function
27 August 2019	<i>PhotoVoice Judging attended by Deputy Mayor Deb Hamblin</i>
28 August 2019	Australian Coastal Councils Association Teleconference
30 August 2019	Visit by State Politician
2 September 2019	Australian Citizenship Ceremony
3 September 2019	Meeting with Navy, HMAS Stirling Australian Citizenship Ceremony
4 September 2019	Meeting with Resident
5 September 2019	Meeting with Rockingham Church Leaders Group
6 September 2019	Opening Season – Comet Bay Bowling Club
7 September 2019	Opening Season – Rockingham Bowling Club
9 September 2019	Australian Coastal Councils Executive Teleconference Visit from Warnbro Senior High School Education Support Centre South West Group Board meeting
10 September 2019	Councillor Engagement Session Rockingham Photography Club Judging
11 September 2019	Meeting with LandCorp

Confirmed at a Council meeting held on
Tuesday 29 October 2019


Mayor (B W Sammels)

Date	Meeting/Function
12 September 2019	City Safe Advisory Committee <i>Kennedy Bay Residents' meeting attended by Deputy Mayor Deb Hamblin</i>
13 September 2019	CEO Performance Review Committee
14 September 2019	<i>Opening of Safety Bay Bowling Club attended by Deputy Mayor Deb Hamblin</i>
15 September 2019	Submarines Association Australia WA Memorial Service - Anniversary of Loss of HMAS AE1
16 September 2019	Radio Interview Meeting with City of Kwinana Planning and Engineering Services Committee
18 September 2019	Meeting with Residents Economic Development Consultation Workshop
19 September 2019	Community Grants Committee Opening of Sports Star Awards Gala Dinner
20 September 2019	PhotoVoice Project Judging Panel Meeting with Baldivis Men's Shed Sister Cities Australian Conference Presentation and Panel
21 September 2019	<i>Rockingham Flames Awards Night attended by Deputy Mayor Deb Hamblin</i>
22 September 2019	Launch of new parkland at Vista Estate
23 September 2019	French Senators Delegation to WA, French Australian Chamber of Commerce
24 September 2019	Council meeting

Implications to Consider

a. Consultation with the Community

Nil

b. Consultation with Government Agencies

Nil

c. Strategic

Nil

d. Policy

Nil

e. Financial

Nil

f. Legal and Statutory

Nil

g. Risk

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

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

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

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

Nil

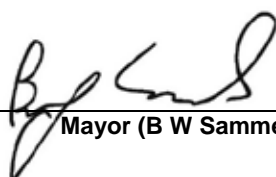
Comments

Nil

Voting Requirements

Simple Majority

Confirmed at a Council meeting held on
 Tuesday 29 October 2019



Mayor (B W Sammels)

Officer Recommendation

That Council **RECEIVES** the Mayor's Report for the period 27 August 2019 to 24 September 2019.

Council Resolution

Moved Cr Stewart, seconded Cr Jones:

That Council **RECEIVES** the Mayor's Report for the period 27 August 2019 to 24 September 2019.

Carried – 9/0

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

Not Applicable

16.	Reports of Councillors
	Nil
17.	Reports of Officers
	Nil
18.	Addendum Agenda
	Nil
19.	Motions of which Previous Notice has been given
	Nil
20.	Notices of Motion for Consideration at the Following Meeting
	Nil
21.	Questions by Members of which Due Notice has been given
	Nil
22.	Urgent Business Approved by the Person Presiding or by Decision of the Council
	Nil

6:36pm Prior to dealing with matters behind closed doors the Mayor extended his appreciation to retiring Councillors, Cr Elliott, Cr Summers and Cr Downham for their service to Council and the community. The Mayor wished Cr Stewart and Cr Burns the best for their election and thanked them both for their service and extended best wishes to all the candidates for the forthcoming election. Cr Sammels thanked the CEO, Directors and Officers for their support and advice over the past two years during his term as Mayor.

23.	Matters Behind Closed Doors
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Moved Cr Hamblin, seconded Cr Burns:

That Council **CLOSES** the meeting to the members of the gallery and Officers (with the exception of Manager Human Resource Development and Chief Executive Officer) in accordance with Section 5.23(2)(a) and (c) of the Local Government Act 1995 to allow Council to discuss Confidential Item GM-022/19 Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019.

Carried – 9/0

6:37pm The Mayor requested that members of the gallery and Officers depart the meeting.

6:38pm The meeting resumed behind closed doors.

Reports of Officers

CONFIDENTIAL ITEM

NOT FOR PUBLIC ACCESS

Section 5.95(3) Local Government Act 1995 (the Act)

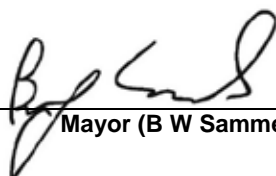
This item may be discussed behind closed doors as per Section 5.23(2)(a) and (c) of the Act

General Management Services Human Resource Development	
Reference No & Subject:	GM-022/19 Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019
File No:	PSL/1298, PSL/2287
Author:	Mr Ben Searcy, Manager Human Resource Development
Other Contributors:	
Date of Council Meeting:	24 September 2019
Disclosure of Interest:	Mr Michael Parker declared a Financial Interest in Item GM-022/19 Recommendations from the Chief Executive Officer Performance Review Committee Meetings held on 22 August 2019 and 13 September 2019, as per Sections 5.60A and 5.65 of the Local Government Act 1995, as the annual review of performance is the subject of the report required by Mr Parker's contract of employment and the outcome of the review may impact the terms of Mr Parker's contract of employment.
Nature of Council's Role in this Matter:	Executive
Attachments:	Confidential Attachments as per Section 5.95 of the Local Government Act 1995 4. Minutes of the Chief Executive Officer Performance Review Committee Meeting held on 22 August 2019. 5. Minutes of the Chief Executive Officer Performance Review Committee Meeting held on 13 September 2019. 6. Chief Executive Officer Annual Performance Review September 2019 from John Phillips Consulting.
Maps/Diagrams:	

Purpose of Report

To present for consideration the recommendations arising from the Chief Executive Officer Performance Review Committee Meetings held on Thursday, 22 August 2019 and Friday, 13 September 2019.

Confirmed at a Council meeting held on
Tuesday 29 October 2019


Mayor (B W Sammels)

6:45pm The Chief Executive Officer departed the Chambers.

6:57pm The Mayor invited members of the gallery and Officers to rejoin to the Council meeting.

The CEO, officers and members of the public rejoined the meeting.

The Mayor read aloud the Council Resolutions adopted behind closed doors:

That Council suspend clauses 9.5 and 9.6 of the Standing Orders Local Law 2001.

Carried – 9/0

*That Council **APPOINT** John Phillips Consulting as the performance consultant for the 2020 Chief Executive Officer performance and personal development review.*

Carried – 9/0

That Council:

1. **NOTES** that Mr Parker's Performance and Personal Development Review in his role as Chief Executive Officer for the City has been undertaken for 2019.
2. **ENDORSES** Mr Parker's overall rating as 'Competent and Effective'.
3. **ADOPTS** the key focus areas for the 2019/20 review period as follows:
 - Technopole – provide regular project reports and briefings for Council through the Council Bulletin process.
 - Baldivis Sports Complex – 2019/20 milestones achieved in accordance with the adopted Community Infrastructure Plan by 30 June 2020.
 - Dixon Road Land Acquisition – provide regular progress reports to Council on demonstrated progress relating to the joint venture with Landcorp through the Council Bulletin process.
 - Safety Bay / Shoalwater Revitalisation – finalise Foreshore Masterplan and implement staged capital works in accordance with adopted business plan by 30 June 2020.
 - Rockingham Youth Centre – finalise detailed design and tender and commence construction by 30 June 2020.
 - Tourism Strategy – demonstrate progress on the implementation of strategy outcomes in line with identified actions by 30 June 2020.
 - Economic Development Strategy – finalise the development of the strategy and present to Council for endorsement by March 2020 and provide advocacy for, and on behalf of the City in relation to Defence opportunities and provide progress activity reports.
4. **APPROVES** an increase of 1.45% to the CEO's base cash salary component effective from 6 August 2019, in accordance with Mr Parker's Contract of Employment noting that the new base cash salary still remains within the range of a Band 1 CEO by the Salaries and Allowances Tribunal Determination dated 9 April 2019.
5. **SCHEDULES** the next review of the CEO's performance to be commenced by 1 July 2020 and completed by the August 2020 Ordinary Meeting of Council
6. **VARIES** clause 9 of the CEO's contract of employment to provide for the provision for executive leave as detailed in the consultant's performance report.
7. **DELEGATES** the Mayor to approve leave requests for the Chief Executive Officer on behalf of the Council.

Carried – 9/0

*That Council **OPENS** the meeting to the members of the gallery and Officers and reinstates clauses 9.5 and 9.6 of the Standing Orders Local Law 2001.*

Carried – 9/0

24.	Date and Time of Next Meeting
	<p>A Special Council meeting to swear in new Councillors, elect the Mayor and Deputy Mayor and appoint Councillors to various committees and representative positions for the City of Rockingham will be held on Monday 21 October 2019 at 6:00pm in the Council Chambers, Civic Boulevard, Rockingham.</p> <p>The next Ordinary Council Meeting for the City of Rockingham will be held on Tuesday 29 October 2019 at 6:00pm in the Council Chambers, Civic Boulevard, Rockingham.</p>
25.	Closure
	<p>There being no further business, the Mayor thanked those persons present for attending the Council Meeting, and declared the meeting closed at 7:04pm.</p>