




# City of Rockingham

## MINUTES

### **Planning and Engineering Services Committee Meeting**

Held on Monday 16 September 2019 at 4:00pm  
City of Rockingham Boardroom



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City of Rockingham		
Planning and Engineering Services Committee		
Meeting Minutes		
Monday 16 September 2019 - Council Boardroom		
1.	Declaration of Opening	
	The Chairperson declared the Planning and Engineering Services Committee Meeting open at 4:00pm, welcomed all present, and referred to the Acknowledgement of Country.	
2.	Record of Attendance/Apologies/Approved Leave of Absence	
2.1	Councillors	
	Cr Chris Elliott	Chairperson
	Cr Barry Sammels (Mayor)	
	Cr Deb Hamblin (Deputy Mayor)	
	Cr Katherine Summers	
	Cr Mark Jones	
	Cr Andrew Burns	(Observer)
	Cr Joy Stewart	(Observer - arrived at 4:03pm)
2.2	Executive	
	Mr Michael Parker	Chief Executive Officer
	Mr Bob Jeans	Director Planning and Development Services
	Mr Peter Doherty	Director Legal Services and General Counsel
	Mr Sam Assaad	Director Engineering and Parks Services
	Mr Peter Ricci	Manager Major Planning Projects
	Mr Brett Ashby	Manager Strategic Planning and Environment
	Mr James Henson	Manager Land and Development Infrastructure
	Mr Mike Ross	Manager Statutory Planning
	Mrs Erica King	Coordinator Health and Building Services
	Mr David Caporn	Manager Compliance and Emergency Liaison
	Mr Ian Daniels	Manager Infrastructure Project Delivery
	Mr Manoj Barua	Manager Engineering Services
	Mr Kelton Hincks	Manager Asset Services
	Mr Peter Varris	Manager Governance and Councillor Support
	Mr Peter Le	Senior Legal and Councillor Liaison Officer
	Mr Aiden Boyham	City Media Officer
	Ms Melinda Wellburn	EA to Director Planning and Development Services
	Mrs Andrea Holman	EA to Director Engineering and Parks Services
2.3	Members of the Gallery:	3
2.4	Apologies:	Nil
2.5	Approved Leave of Absence:	Nil

<b>3.</b>	<b>Responses to Previous Public Questions Taken on Notice</b>
	Nil
<b>4.</b>	<b>Public Question Time</b>
	<p><b>4:00pm</b> The Chairperson opened Public Question Time and invited members of the Public Gallery to ask questions. The Chairperson noted that this was the only opportunity in the meeting for the public to ask questions.</p> <p>There were none.</p>
<b>5.</b>	<b>Confirmation of Minutes of the Previous Meeting</b>
	<p><b>Moved Cr Hamblin, seconded Cr Summers:</b></p> <p>That Committee <b>CONFIRMS</b> the Minutes of the Planning and Engineering Services Committee Meeting held on 19 August 2019, as a true and accurate record.</p> <p style="text-align: right;">Committee Voting (Carried) – 5/0</p>
<b>6.</b>	<b>Matters Arising from the Previous Minutes</b>
	Nil
<b>7.</b>	<b>Announcement by the Presiding Person without Discussion</b>
	<p><b>4:01pm</b> The Chairperson 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 next Council meeting.</p>
<b>8.</b>	<b>Declarations of Members and Officers Interests</b>
	<p><b>4:01pm</b> The Chairperson asked if there were any interests to declare.</p> <p>There were none.</p>
<b>9.</b>	<b>Petitions/Deputations/Presentations/Submissions</b>
	Nil
<b>10.</b>	<b>Matters for which the Meeting may be Closed</b>
	Nil
<b>11.</b>	<b>Bulletin Items</b>
	<p><b>Planning and Development Services Information Bulletin – September 2019</b></p> <p><b>Health Services</b></p> <ol style="list-style-type: none"> <li>1. Health Services Team Overview</li> <li>2. Human Resource Update</li> <li>3. Project Status Reports <ol style="list-style-type: none"> <li>3.1 FoodSafe</li> <li>3.2 Industrial and Commercial Waste Monitoring</li> <li>3.3 Mosquito Control Program</li> <li>3.4 Food Sampling</li> </ol> </li> <li>4. Information Items <ol style="list-style-type: none"> <li>4.1 Environmental Waters Sampling</li> <li>4.2 Food Recalls</li> <li>4.3 Food Premises Inspections</li> </ol> </li> </ol>

	<ul style="list-style-type: none"><li>4.4 Public Building Inspections</li><li>4.5 Outdoor Event Approvals</li><li>4.6 Permit Approvals</li><li>4.7 Complaint - Information</li><li>4.8 Noise Complaints - Detailed Information</li><li>4.9 Health Approvals</li><li>4.10 Septic Tank Applications</li><li>4.11 Demolitions</li><li>4.12 Swimming Pool and Drinking Water Samples</li><li>4.13 Rabbit Processing</li><li>4.14 Hairdressing and Skin Penetration Premises</li></ul>
	<b>Building Services</b> <ul style="list-style-type: none"><li>1. Building Services Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports</li><li>4. Information Items<ul style="list-style-type: none"><li>4.1 Monthly Building Permit Approvals - (All Building Types)</li><li>4.2 Other Permits</li><li>4.3 Monthly Caravan Park Site Approvals</li></ul></li></ul>
	<b>Compliance and Emergency Liaison</b> <ul style="list-style-type: none"><li>1. Compliance and Emergency Liaison Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports</li><li>4. Information Items<ul style="list-style-type: none"><li>4.1 Ranger Services Action Reports</li><li>4.2 Building and Development Compliance</li><li>4.3 Emergency Management and Fire Prevention</li><li>4.4 CRM - August 2019</li><li>4.5 Warnbro Dunes</li><li>4.6 SmartWatch Key Result Areas</li></ul></li></ul>
	<b>Strategic Planning and Environment</b> <ul style="list-style-type: none"><li>1. Strategic Planning and Environment Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports<ul style="list-style-type: none"><li>3.1 Local Planning Strategy (LUP/1352)</li><li>3.2 Tamworth Hill Swamp Management Plan</li><li>3.3 Lake Richmond Management Plan Review - Stage 2</li><li>3.4 Coastal Hazard Risk Management and Adaption Plan – Stage 2</li><li>3.5 Bushland Management Plan</li><li>3.6 Karnup District Structure Plan</li></ul></li><li>4. Information Items<ul style="list-style-type: none"><li>4.1 Notification of Refusal of Structure Plan by the Western Australian Planning Commission</li><li>4.2 Submission - Draft State Planning Policy 3.6 - Infrastructure Contributions</li><li>4.3 State Government's Action Plan for Planning Reform</li></ul></li></ul>
	<b>Land and Development Infrastructure</b> <ul style="list-style-type: none"><li>1. Land and Development Infrastructure Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports<ul style="list-style-type: none"><li>3.1 Managed Aquifer Recharge (MAR) - Feasibility Study</li></ul></li></ul>

	<ul style="list-style-type: none"><li>4. Information Items<ul style="list-style-type: none"><li>4.1 Structure Plan Approval Referrals</li><li>4.2 Subdivision Approval Referrals</li><li>4.3 Urban Water Management Referrals</li><li>4.4 Traffic Report Referrals</li><li>4.5 Delegated Land and Development Infrastructure Assets Approvals</li><li>4.6 Handover of Subdivisional Roads</li><li>4.7 Development Application Referrals</li><li>4.8 Delegated Subdivision Engineering and Public Open Space Practical Completions</li><li>4.9 Delegated Authority to Approve the Release of Bonds for Private Subdivisional Works</li></ul></li></ul> <p><b>Statutory Planning</b></p> <ul style="list-style-type: none"><li>1. Statutory Planning Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports<ul style="list-style-type: none"><li>3.1 Heritage Strategy</li><li>3.2 Pedestrian Access Way (PAW) Strategy Review</li></ul></li><li>4. Information Items<ul style="list-style-type: none"><li>4.1 Land Use - Planning Enforcement</li><li>4.2 Subdivision/Development Approval and Refusals by the WAPC</li><li>4.3 Notifications and Gazettals</li><li>4.4 Subdivision Clearances</li><li>4.5 Subdivision Survey Approvals</li><li>4.6 Subdivision Lot Production</li><li>4.7 Delegated Development Approvals</li><li>4.8 Delegated Development Refusals</li><li>4.9 Delegated Building Envelope Variations</li><li>4.10 Subdivision/Amalgamation Approved</li><li>4.11 Strata Plans</li><li>4.12 Subdivision/Amalgamation Refused</li></ul></li></ul> <p><b>Planning and Development Directorate</b></p> <ul style="list-style-type: none"><li>1. Planning and Development Directorate Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports<ul style="list-style-type: none"><li>3.1 Rockingham Primary Centre, Centre Plan Implementation (LUP/137-08)</li><li>3.2 Northern Smart Village Sector - Masterplan, Development Policy Plan and Proposed Amendment No's 161 and 162 to Town Planning Scheme No.2</li><li>3.3 Leeuwin Sector - Masterplan, Development Policy Plan and Amendment to Town Planning Scheme No.2</li><li>3.4 Northern Gateway Sector - Masterplan, Development Policy Plan and Amendment to Town Planning Scheme No.2</li><li>3.5 Improvements to City Square and Civic Plaza (LUP/1933)</li><li>3.6 Design Review Panel (LUP/2094)</li><li>3.7 Safety Bay/Shoalwater Foreshore Master Plan</li></ul></li><li>4. Information Items<ul style="list-style-type: none"><li>4.1 State Administrative Tribunal Application Update – Lot 301 Council Avenue, Rockingham</li><li>4.2 Westport – Ports and Environs Study</li></ul></li></ul> <p><b>Advisory Committee Minutes</b></p>
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## Committee Recommendation

### Moved Cr Sammels, seconded Cr Summers:

That Councillors acknowledge having read the Planning Services Information Bulletin – September 2019 and the content be accepted.

Committee Voting (Carried) – 5/0

**4:03pm - Cr Joy Stewart arrived at the Planning and Engineering Services Committee meeting**

	<p><b>Engineering and Parks Services Information Bulletin – September 2019</b></p> <p><b>Engineering and Parks Services Directorate</b></p> <ol style="list-style-type: none"><li>1. Engineering and Parks Services Directorate Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports</li><li>4. Information Items<ol style="list-style-type: none"><li>4.1 Bushfire Risk</li></ol></li></ol> <p><b>Asset Services</b></p> <ol style="list-style-type: none"><li>1. Asset Services Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports<ol style="list-style-type: none"><li>3.1 Drainage Condition Audit</li><li>3.2 Reserve Electrical Asset Mapping</li></ol></li><li>4. Information Items<ol style="list-style-type: none"><li>4.1 Asset Maintenance Team</li><li>4.2 Asset Maintenance - Buildings</li><li>4.3 Asset Maintenance – Reserves</li><li>4.4 Strategic Asset Management</li></ol></li></ol> <p><b>Infrastructure Project Delivery</b></p> <ol style="list-style-type: none"><li>1. Infrastructure Project Delivery Team Overview</li><li>2. Human Resource Update</li><li>3. Project Status Reports</li><li>4. Information Items<ol style="list-style-type: none"><li>4.1 Rockingham Beach Foreshore Revitalisation Stage One</li><li>4.2 Arpenteur Drive, Baldivis &amp; Blackburn Drive, Port Kennedy lighting replacements</li><li>4.3 Aqua Jetty Monolith Sign, Warnbro</li><li>4.4 Aqua Jetty Water Slide Tower Replacement</li><li>4.5 Aqua Jetty 25m &amp; 50m Pool Refurbishment</li><li>4.6 Bert England Lodge Floor Finish Replacement Works, Cooloongup</li><li>4.7 Depot Nursery Bush Maintenance Shed Replacement, Rockingham</li><li>4.8 Lagoon Reserve Landscape Upgrade, Secret Harbour</li><li>4.9 Longbeach Rise Public Open Space, Port Kennedy</li><li>4.10 Mersey Point Carpark Lighting Replacement, Shoalwater</li><li>4.11 Nottley Crescent Reserve, Secret Harbour</li><li>4.12 Mike Barnett Sport Complex Replacement of Backboards, Rockingham</li><li>4.13 Old Abattoir Roof Replacement Works, Hillman</li><li>4.14 Palm Beach Drainage Upgrade Stage 1, Rockingham</li><li>4.15 Parkin Street Local Area Traffic Management, Rockingham</li><li>4.16 Chelmsford Reserve- Replacement of Basketball courts</li></ol></li></ol>
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- 4.17 City Park- Replacement of Fitness Equipment
- 4.18 Playground New and Renewal Programme 2019/2020
- 4.19 Port Kennedy Drive (Ennis Avenue to Warnbro Sound Avenue), Port Kennedy
- 4.20 Photovoltaic Arrays
- 4.21 Rockingham Aquatic Centre Fence and Balance Tank, Rockingham
- 4.22 Rockingham Tennis Club Extension Works, Rockingham
- 4.23 Townsend Reserve Gazebo, Rockingham
- 4.24 White Hart Lane Drainage Upgrade, Baldivis

**Parks Services**

- 1. Parks Services Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
  - 4.1 Delegated Public Open Space Handovers
  - 4.2 Sporting Oval Turf Renovation
  - 4.3 Horticultural Maintenance
  - 4.4 Dosing Irrigation
  - 4.5 Greening Plan
  - 4.6 Erosion – Victoria Street beach access ramp
  - 4.7 Nesting Swans – Lagoon Park Secret Harbour
  - 4.8 Renovated Turf - Lagoon Park Secret Harbour

**Engineering Services**

- 1. Engineering Services Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
  - 3.1 High Ground Water Related Drainage Investigation
  - 3.2 Access Review for Woodbridge Estate, Cooloongup
- 4. Information Items
  - 4.1 Rockingham Future Traffic Modelling
  - 4.2 Delegated Authority for Temporary Thoroughfare Closure
  - 4.3 Delegated Authority for approval of Directional Signage
  - 4.4 Delegated Authority for approval of Heavy Haulage
  - 4.5 Authorised Traffic Management Plans for Works on City Controlled Roads
  - 4.6 Civil Works Program 2018/2019
  - 4.7 Civil Maintenance Program 2019/2020
  - 4.8 Road Rehabilitation & Renewal Programs 2019/2020
  - 4.9 Drainage Renewal Program Municipal Works 2019/2020
  - 4.10 Footpath Renewal Program Municipal Works 2019/2020
  - 4.11 Carpark Renewal Program Municipal Works 2019/2020
  - 4.12 Litter and Street Sweeping Program 2019/2020
  - 4.13 Graffiti Program 2019/2020
  - 4.14 Delegated Authority for the payment of crossover subsidies
  - 4.15 Third Party Works within the City
  - 4.16 Asset Inspections
  - 4.17 Verge Treatment Applications
  - 4.18 Verge Issues
  - 4.19 Coastal Infrastructure
  - 4.20 Coastal Management

**Advisory Committee Minutes**



### Committee Recommendation

**Moved Cr Sammels, seconded Cr Summers:**

That Councillors acknowledge having read the Engineering and Parks Services Information Bulletin – September 2019 and the content be accepted.

Committee Voting (Carried) – 5/0

## 12. Agenda Items

### Planning and Development Services

#### Planning and Development Services Strategic Planning and Environment Services



<b>Reference No &amp; Subject:</b>	<b>PD-059/19 Coastal Hazard Risk Management and Adaptation Plan</b>
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"><li>1. Schedule of Submissions Part 1 - Written Submissions</li><li>2. Schedule of Submissions Part 2 - Survey Monkey Responses</li><li>3. Coastal Hazard Risk Management and Adaptation Plan 2019 (amended)</li></ol>
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.

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 is Perth, Western Australia* which indicated that accretion was likely mitigate the impacts of sea level rise for much of the Rockingham coastline.

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:

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

- 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.

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.

**Key Issue: Short term recommendations (to 2030) (cont...)**

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

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.



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

- 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

**Moved Cr Jones, seconded Cr Sammels:**

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

## Planning and Development Services Statutory Services



<b>Reference No &amp; Subject:</b>	<b>PD-060/19</b>	<b>Proposed Amendment to Planning Policy 3.3.14 - Bicycle Parking and End-Of-Trip Facilities</b>
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.

## 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

**Moved Cr Sammels, seconded Cr Summers:**

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**

<b>Use<sup>a</sup></b>	<b>Minimum Long-term Parking</b>	<b>Minimum Short-term Parking</b>
<del>—Multiple Dwelling</del>	<del>As per the Residential Design Codes</del>	<del>As per the Residential Design Codes</del>
<del>—Lodging House</del>	<del>1 space per 3 lodging rooms</del>	<del>1 space per 10 lodging rooms</del>

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

<sup>a</sup> ~~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.~~

<sup>b</sup> ~~"Commercial" includes a Shop, Bank, Betting Agency, Convenience Store, Fast Food Outlet, Homestore, Lunch Bar, Restaurant, Restricted Premises, Service Station (convenience store component).~~

<sup>c</sup> ~~"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 100m<sup>2</sup> NLA</u>	<u>0.45 spaces per 100m<sup>2</sup> NLA</u>
<u>Shop</u>		
- <u>Local Centre</u>	<u>0.20 spaces per 100m<sup>2</sup> NLA</u>	<u>0.1 spaces per 100m<sup>2</sup> NLA</u>
- <u>Neighbourhood Centre</u>	<u>0.30 spaces per 100m<sup>2</sup> NLA</u>	<u>0.12 spaces per 100m<sup>2</sup> NLA</u>
- <u>Regional Centre</u>	<u>0.25 spaces per 100m<sup>2</sup> NLA</u>	<u>0.05 spaces per 100m<sup>2</sup> NLA</u>
<u>Retail</u>	<u>0.15 spaces per 100m<sup>2</sup> NLA</u>	<u>0.07 spaces per 100m<sup>2</sup> 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 100m<sup>2</sup> 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 *Austroads 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 ~~3.1~~ 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.

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

Planning and Development Services  
Directorate, Planning Services



<b>Reference No &amp; Subject:</b>	<b>PD-061/19</b>	<b>Safety Bay Shoalwater Foreshore Master Plan - Consent to Advertise for Public Comment</b>
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"><li>1. Study Area</li><li>2. Master Plan Sections</li><li>3. Dual Use Path</li><li>4. Shoalwater Reserve Activity Node Concept Plan</li><li>5. Lions Park Activity Node Concept Plan</li><li>6. Mersey Point Activity Node Concept Plan</li><li>7. Tern Bank Pedestrian Boardwalk</li><li>8. The Pond Activity Node Concept Plan</li><li>9. Waikiki Beach Activity Node Concept Plan</li></ol>	

**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.





### 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.

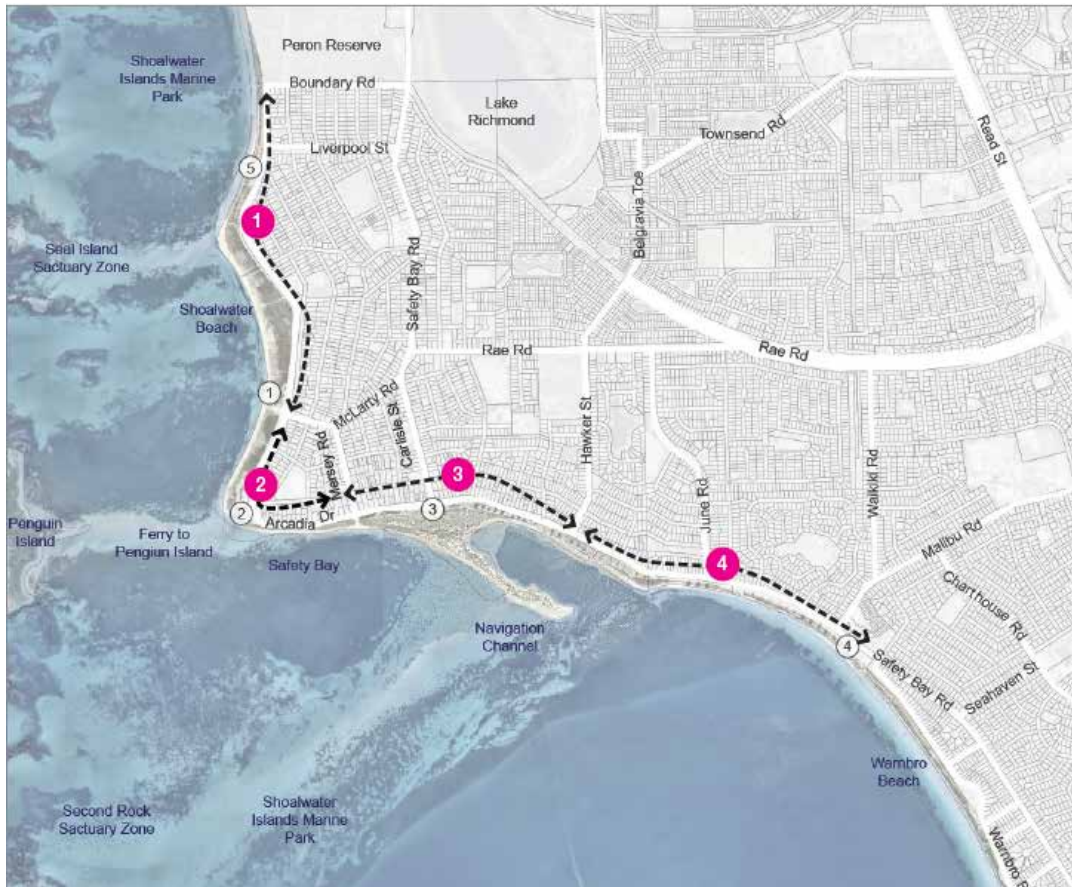
The key phases of the project are as follows:

- (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.

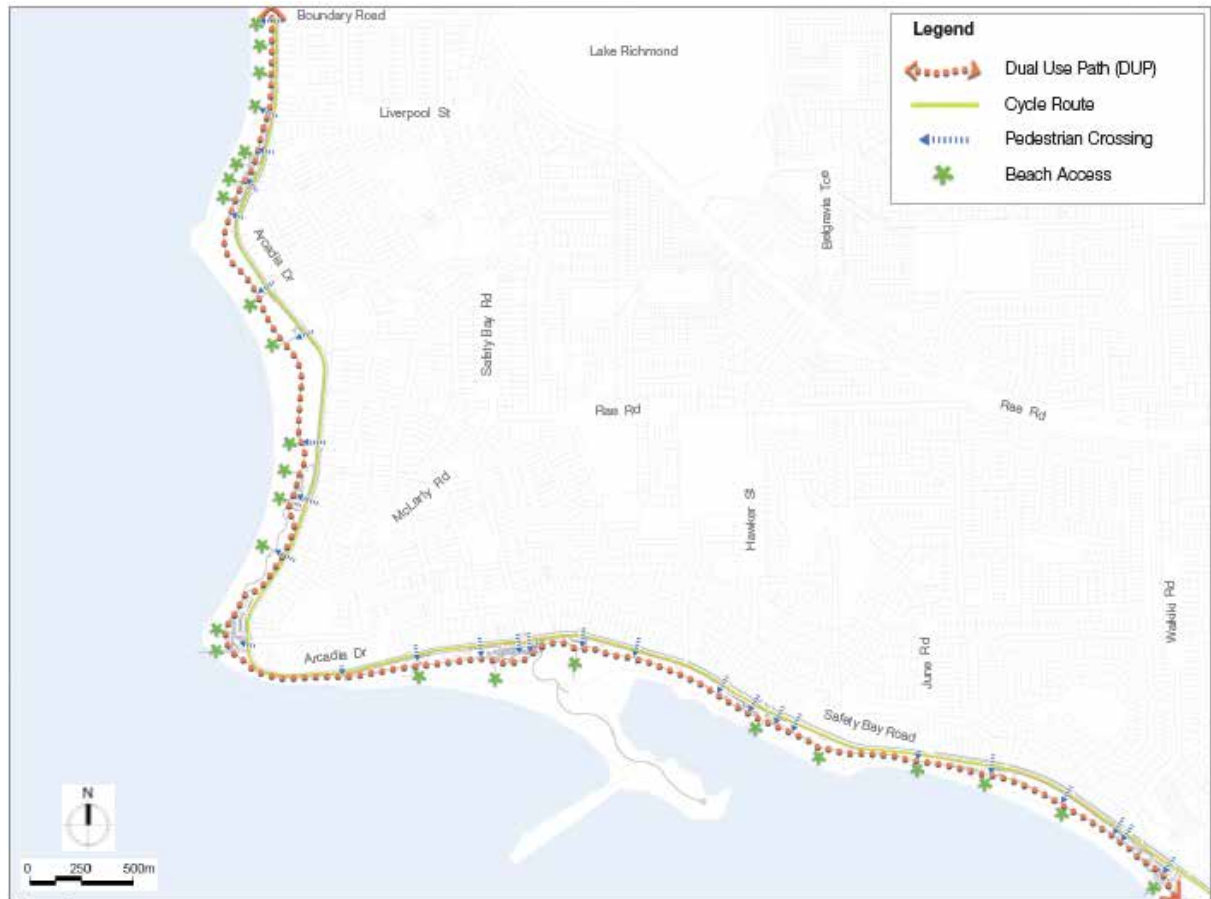
- (v) *Protect and enhance the natural assets of the foreshore, such as the dune system and coastal environment.*

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 a '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 |                             |
|--------|-----------------------------|
|        | Major Signage/ Wayfinding   |
|        | Secondary Signage           |
|        | Public Art                  |
|        | Existing Norfolk Pine Trees |
|        | Dual Use Path               |
|        | Amenity Planting            |
|        | Swale Planting              |
|        | Turf                        |
|        | Walls                       |
|        | Footpath                    |
|        | Shade Structures & Barbeque |
|        | Perspective View            |
|        | 2030 Erosion Line           |
|        | 2070 Erosion Line           |
- 
- |    |   |
|----|---|
| 1  | New Off Street Parking  |
| 2  | Street skate park   |
| 3  | New Carpark   |
| 4  | Amphitheater  |
| 5  | Possible Mixed Use Community & Commercial Built Form          |
| 6  | Possible Commercial Food & Beverage                           |
| 7  | The Pond Viewing Platform                                     |
| 8  | The Pond Alfresco Zone  |
| 9  | Bus & Trailer Parking   |
| 10 | Reconfigured Existing Car Park                                |
| 11 | Overflow Parking & Kite Boarding Set Up Space                 |
| 12 | The Pond Access Track   |
| 13 | Accessible Ramp   |
| 14 | The Pond Public Event Space                                   |
| 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

**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

**Moved Cr Hamblin, seconded Cr Summers:**

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

<b>13.</b>	<b>Reports of Councillors</b>
	Nil
<b>14.</b>	<b>Addendum Agenda</b>
	Nil
<b>15.</b>	<b>Motions of which Previous Notice has been given</b>
	Nil
<b>16.</b>	<b>Notices of Motion for Consideration at the Following Meeting</b>
	Nil
<b>17.</b>	<b>Urgent Business Approved by the Person Presiding or by Decision of the Committee</b>
	Nil
<b>18.</b>	<b>Matters Behind Closed Doors</b>
	Nil
<b>19.</b>	<b>Date and Time of Next Meeting</b>
	The next Planning and Engineering Services Committee Meeting will be held on <b>Tuesday 22 October 2019</b> in the Council Boardroom, Council Administration Building, Civic Boulevard, Rockingham. The meeting will commence at 4:00pm.
<b>20.</b>	<b>Closure</b>
	As this was the final meeting of the current Committee, the Chairperson thanked the Committee members for their hard work over the last couple of years. The Chairperson also thanked City Officers for the advice given to the Committee and their high level of professionalism shown at all times. Mayor Sammels thanked Cr Elliott for his contribution as a Councillor, his leadership as Chairperson of the Planning and Engineering Services Committee and the City's representative on the South-West Metropolitan Joint Development Assessment Panel. Mayor Sammels wished Cr Elliott all the best in his retirement. There being no further business, the Chairperson declared the meeting closed at <b>4:16pm</b> .