

Rockingham

MINUTES

Planning and Engineering Services Committee Meeting

Held on Monday 7 December 2020 at 4:00pm City of Rockingham Chambers



City of Rockingham Planning and Engineering Services Committee Minutes Monday 7 December 2020



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City of Rockingham Planning and Engineering Services Committee Minutes



Monday 7 December 2020 - Council Chambers

| 1. | Declara | 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 | Record of Attendance/Apologies/Approved Leave of Absence | | | | |
| | 2.1 | Councillors | | | | |
| | | Cr Mark Jones Cr Hayley Edwards Cr Matthew Whitfield Cr Lorna Buchan Cr Deb Hamblin (Deputy Mayor) | Chairperson | | | |
| | 2.2 | Executive | | | | |
| | | Mr Michael Parker Mr Bob Jeans Mr Peter Doherty Mr Sam Assaad Mr Brett Ashby Mr James Henson Mr Mike Ross Ms Erica King Mr David Caporn Mr Manoj Barua Ms Jelette Edwards Ms Melinda Wellburn Ms Andrea Holman | Chief Executive Officer Director Planning and Development Services Director Legal Services and General Counsel Director Engineering and Parks Services Manager Strategic Planning and Environment Manager Land and Development Infrastructure Manager Statutory Planning Manager Health and Building Services Manager Compliance and Emergency Liaison Manager Engineering Services Governance Coordinator EA to Director Planning and Development Services EA to Director Engineering and Parks Services | | | |
| | 2.3 | Members of the Gallery: | Nil | | | |
| | 2.4 | Apologies: | Nil | | | |
| | 2.5 | Approved Leave of Absence: | Nil | | | |
| 3. | Respon | nses to Previous Public Qu | estions Taken on Notice | | | |
| | 3.1 | Mr James Mumme, Shoalwater | r - Various | | | |
| | | At the Planning and Engineering Services Committee meeting held on 16 November 2020, Mr Mumme asked the following questions that were taken on notice and the Director Planning and Development Services provided a response in a letter dated 24 November 2020 as follows: | | | | |

Thrombolite Research

Question

1(a) Do the sites for soil samples to be provided by the Water Corp go all around the Lake or are they mainly on the northern edge?

Response

The soil sampling data, to be provided by the Water Corporation, will be based on results drawn from monitoring bores that are located in the north-eastern portion of the Lake Richmond Reserve. The sample readings will determine whether the further soil testing will be required at additional sites.

Question

1(b) Is there any reason to suspect that there are not sufficient sulphide deposits around the Lake today? Since thrombolites flourished here from 14,000 years ago until very recently, it seems strange that there should suddenly be insufficient sulphide deposits.

Response

As acknowledged in the Lake Richmond Management Plan, it is very unlikely that the depletion of the sulphur deposits occurred during the last eight years. Notwithstanding, as a consequence of thrombolites failing to accrete successfully in recent years, the City has committed to checking that this is not due to an absence of sulphur sources around the Lake.

Question

1(c) What "artificial modifications" to Lake water might be proposed? Isn't the problem that there is too much surface water entering the Lake in relation to the mineral richer ground water entering the Lake. Why not return the Lake water to a more natural state by preventing some of the surface water entering the Lake? Artificial modifications may be unnecessary.

Response

No artificial modification to the Lake is proposed. The term 'artificial modification' was used to describe an experiment where thrombolite samples are exposed to water which will be modified to mimic the hydrological conditions in which thrombolites are known to thrive. This experiment will be conducted in a laboratory.

Review of Weed Management

Question

2(a) I believe that Council's efforts to control woody weeds are failing. How much money has been budgeted for woody weed removal (for general weed control) in the 2020-21?

Response

The new Bushland Maintenance contract for Lake Richmond Reserve was awarded in March 2020. A budget of \$115,000 per annum has been allocated to undertake all environmental focused maintenance activities inclusive of weed management. Additional maintenance funds may be directed to specific needs as deemed required.

Question

2(b) Will Council immediately removal all identifiable female buckthorns wherever they occur around the Lake within two weeks regard without spilling seeds?

Response

The maintenance contractor has been directed to increase their effort in removing fruiting buckthorns as a matter of priority.

Question

2(c) In February and March will Council remove all of identifiable female Brazilian peppers?

Response

The Lake Richmond Management Plan identified weed invasion as a threatening process, with management actions identified as:

"Remove/reduce existing weed infestations, minimise the spread of weeds and limit the introduction of new weeds as much as is practicable. Success of the management strategies are to be assessed over the next five years, and the City will continue to work towards the performance objectives and actions identified."

Ongoing weed management programs will be in place to continuously reduce priority weeds from the reserve. Schinus terebinthifolius (Brazilian pepper) is a target species being that it is a declared pest plant species under the City's Pest Plants Local Law 2000.

CHRMAP Hydrographic and Beach Survey

Question

What new information does Council hope/consider/expect may be gained 3. from this survey that will enable Council to have more long-term success in tackling erosion and deposition issues?

Response

The CHRMAP acknowledges that the limited baseline data available, reduced the accuracy of coastal hazard modelling. The survey will provide a high resolution baseline to inform future detailed monitoring and reviews, and will be an important dataset for future reviews of the CHRMAP, which is next due for review in 2029.

The dataset will assist expert consultants in the future with the analysis of sediment transport, rates of erosion and deposition, along with shoreline movements and changes to beach profiles.

Our Little Penguins

Question

4(a) Given that there are only three minor causes of collapse that humans can influence in the medium term humans cannot affect global warming boat strikes, trampling and keeping them cool - and that Council can only influence boat strikes, will Council's planners cancel the proposed extensions to the Port Kennedy Launching Ramps?

Response

The City has requested that the Department of Biodiversity, Conservation and Attractions prepare a management plan, in collaboration with the City and other stakeholders, in order to determine and guide management strategies to support the Little Penguins population. The City will be guided by advice from the Department on its response.

Question

4(b) If Council pursues the proposed expansion of launching ramps at Port Kennedy, will Council acknowledge that it will be at the expense of deaths of the Little Penguins? If the expansion is pursued, how will Council propose meeting the needs of penguins?

Response

See response to question 4(a) above.

| 4. | Public Question Time | | | | |
|-----|--|--|--|--|--|
| | 4:01pm | 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. | | | |
| | | There were none. | | | |
| 5. | Confir | Confirmation of Minutes of the Previous Meeting | | | |
| | Moved | Cr Hamblin, seconded Cr Buchan: | | | |
| | That Committee CONFIRMS the Minutes of the Planning and Engineering Services Committee meeting held on 16 November 2020, as a true and accurate record. | | | | |
| | | Committee Voting (Carried) - 5/0 | | | |
| 6. | Matters Arising from the Previous Minutes | | | | |
| | Nil | | | | |
| 7. | Announcement by the Presiding Person without Discussion | | | | |
| | 4:02pm | 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. | | | |
| 8. | Declar | rations of Members and Officers Interests | | | |
| | 4:02pm | The Chairperson asked if there were any interests to declare. There were none. | | | |
| 9. | Petitio | ns/Deputations/Presentations/Submissions | | | |
| | Nil | | | | |
| 10. | Matter | s for which the Meeting may be Closed | | | |
| | Nil | | | | |
| 11. | Bulletin Items | | | | |
| | Plannin | g and Development Services Information Bulletin - December 2020 | | | |
| | Health S | Services | | | |
| | | ealth Services Team Overview | | | |
| | 2. H | uman Resource Update | | | |
| | 3. P | roject Status Reports | | | |
| | | .1 FoodSafe | | | |
| | | .2 Industrial and Commercial Waste Monitoring | | | |
| | | .3 Mosquito Control Program | | | |
| | | .4 Environmental Waters Sampling .5 Food Sampling | | | |
| | | .5 Food Sampling formation Items | | | |
| | | .1 Food Recalls | | | |
| | | .2 Food Premises Inspections | | | |
| | | .3 Public Building Inspections | | | |
| | | .4 Outdoor Event Approvals | | | |
| | - | | | | |

- 4.6 Complaint Information
- 4.7 Noise Complaints Detailed Information
- 4.8 Health Approvals
- 4.9 Septic Tank Applications
- 4.10 Demolitions
- 4.11 Swimming Pool and Drinking Water Samples
- 4.12 Hairdressing and Skin Penetration Premises
- 4.13 Play it Food Safe Campaign

Building Services

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

Compliance and Emergency Liaison

- Compliance and Emergency Liaison Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Ranger Services Action Reports
 - 4.2 Building and Development Compliance
 - 4.3 Emergency Management CRMs November 2020
 - 4.4 Joint Exercise Rockingham Marine Rescue and Secret Harbour Surf Life Saving Club
 - 4.5 Karnup Rural Urban Interface Fire Fighting Exercise
 - 4.6 SmartWatch Key Result Areas

Strategic Planning and Environment

- 1. Strategic Planning and Environment Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Local Planning Strategy
 - 3.1.1 Sustainable Transport Strategy
 - 3.1.2 Environmental Planning Strategy
 - 3.2 Baldivis Tramway Environmental Assessment
 - 3.3 Lake Richmond Management Plan Implementation
 - 3.4 Coastal Hazard Risk Management and Adaptation Plan Implementation
 - 3.5 Karnup District Structure Plan
- 4. Information Items
 - 4.1 Structure Plan Assessment Status
 - 4.2 Notification of Structure Plan Advertised under Delegated Authority

Land and Development Infrastructure

- Land and Development Infrastructure Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - 3.1 Managed Aquifer Recharge (MAR) Feasibility Study
- 4. Information Items
 - 4.1 Referrals
 - 4.2 Delegated Land and Development Infrastructure Assets Approvals
 - 4.3 Handover of Subdivisional Roads

- 4.4 Delegated Subdivision Engineering and Public Open Space Practical Completions
- 4.5 Delegated Authority to Approve the Release of Bonds for Private Subdivisional Works

Statutory Planning

- Statutory Planning Team Overview
- Human Resource Update
- 3. Project Status Reports
 - 3.1 Pedestrian Access Way Strategy Review
 - 3.2 Conservation Plan fmr Roads Board Museum
 - 3.3 Review of Planning Policy 3.3.1 Control of Advertisements
 - 3.4 Review of Planning Policy 3.3.21 Heritage Conservation and Development and Website Heritage Information Sheet
- Information Items
 - 4.1 Subdivision/Development Approval and Refusals by the WAPC
 - 4.2 Notifications and Gazettals
 - 4.3 Subdivision Clearances
 - 4.4 Subdivision Survey Approvals
 - 4.5 Subdivision Lot Production
 - 4.6 Delegated Development Approvals
 - 4.7 Delegated Development Refusals
 - 4.8 Delegated Building Envelope Variations
 - 4.9 Subdivision/Amalgamation Approved
 - 4.10 Strata Plans
 - 4.11 Subdivision/Amalgamation Refused
 - 4.12 Metropolitan Region Scheme Minor Amendment 1364/57 Kwinana Freeway, Mundijong Road and Kulija Road Intersection

Planning and Development Directorate

- 1. Planning and Development Directorate Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
 - Rockingham Strategic Metropolitan Centre, Local Planning Framework Review (Including Centre Plan) (LUP/2134)
 - 3.2 Design Review Panel (LUP/2094)
- Information Items

Advisory Committee Minutes

Committee Recommendation

Moved Cr Buchan, seconded Cr Whitfield:

That Councillors acknowledge having read the Planning Services Information Bulletin - December 2020 and the content be accepted.

Committee Voting (Carried) - 5/0

Engineering and Parks Services Information Bulletin - December 2020

Engineering and Parks Services Directorate

- Engineering and Parks Services Directorate Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items

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4.1 Bushfire Risk

Asset Services

- Asset Services Team Overview
- Human Resource Update
- 3. Project Status Reports
 - 3.1 Drainage Condition Audit
 - 3.2 Drainage Catchment Survey Audit
 - 3.3 Road Reserve Condition Audit
 - 3.4 Reserve Electrical Asset Mapping
- 4. Information Items
 - 4.1 Asset Maintenance Team
 - 4.2 Asset Maintenance Buildings
 - 4.3 Asset Maintenance Reserves
 - 4.4 Strategic Asset Management

Infrastructure Project Delivery

- 1. Infrastructure Project Delivery Team Overview
- 2. Human Resource Update
- 3. Project Status Reports
- 4. Information Items
 - 4.1 Amadeus Crescent Reserve Footbridge minor works
 - 4.2 Barbecue Replacement Bell Park
 - 4.3 Eighty Road (Safety Bay Road to Tranby Drive), Baldivis Upgrade & Widen
 - 4.4 Installation of LED lighting at Mike Barnett Sports Complex
 - 4.5 Installation of LED video wall at Mike Barnett Sports Complex
 - 4.6 Lark Hill Sporting Complex Hockey Field Light Pole & Luminaire Replacement, Port Kennedy
 - 4.7 Lark Hill Sporting Complex Hockey Turf Replacement, Port Kennedy
 - 4.8 Mandurah Road (Kerosene Lane to Fifty Road), Baldivis Construct 1.5m Wide Asphalt Shoulders
 - 4.9 Palomino Reserve, Baldivis Replace light poles and luminaires
 - 4.10 Parkin Street / Bay View Street, Rockingham Install Roundabout
 - 4.11 Photovoltaic (PV) Arrays (Solar Panels)
 - 4.12 Playground Replacements 2020-2021
 - 4.13 Read Street / Rae Road, Rockingham Extend Right Turn Pockets
 - 4.14 Refurbishment/Replacement of public toilets various locations
 - 4.15 Rockingham Aquatic Centre, Rockingham Various Works
 - 4.16 Rockingham Council Administration (Square Entry) Building Disability Compliance Upgrades and Refurbishments to Stair Wells
 - 4.17 Rockingham Council Administration Building Disability Compliance Upgrades and Refurbishments to Toilets
 - 4.18 Rockingham Council Depot, Rockingham Minor Refurbishment Works & Shed Replacements
 - 4.19 Rockingham Gem Club, Rockingham Refurbishment Works
 - 4.20 Safety Bay Bowling Club Switchboard upgrade
 - 4.21 Safety Bay Road, Safety Bay Pedestrian Islands
 - 4.22 Seahaven Reserve- Enclosed Off-Leash Dog Exercise Area
 - 4.23 Secret Harbour Street lighting upgrade
 - 4.24 Singleton Volunteer Fire Brigade meeting room extension
 - 4.25 Supply and Installation of Five Aluminium Shade Shelters Lagoon Reserve, Secret Harbour
 - 4.26 Supply and Installation of New Shade Sails in various Reserves

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 Bushfire Mitigation Mitigation Activity Funding Grants Program 2020/2021 Round 2
 - 4.3 Nesting fairy terns Point Peron sand trap
 - 4.4 Footpath, Kerb Line and Hardstand Herbicide Program
 - 4.5 Hourglass Reserve Stolen Turf

Engineering Services

- 1. Engineering Services Team Overview
- Human Resource Update
- 3. Project Status Reports
 - 3.1 Coastal Facilities Strategy
- 4. Information Items
 - 4.1 Delegated Authority for Temporary Thoroughfare Closure
 - 4.2 Delegated Authority for approval of Directional Signage
 - 4.3 Delegated Authority for approval of Heavy Haulage
 - 4.4 Authorised Traffic Management Plans for Works on City Controlled Roads
 - 4.5 Civil Works Program 2020/2021
 - 4.6 Civil Maintenance Program 2020/2021
 - 4.7 Road Rehabilitation & Renewal Programs 2020/2021
 - 4.8 Drainage Renewal Program Municipal Works 2020/2021
 - 4.9 Footpath Renewal Program Municipal Works 2020/2021
 - 4.10 Carpark Renewal Program Municipal Works 2020/2021
 - 4.11 Litter and Street Sweeping Program 2020/2021
 - 4.12 Graffiti Program 2020/2021
 - 4.13 Delegated Authority for the payment of crossover subsidies
 - 4.14 Verge Treatment Applications
 - 4.15 Verge Issues
 - 4.16 Coastal Capital Projects
 - 4.17 Coastal Infrastructure Management

Advisory Committee Minutes

Committee Recommendation

Moved Cr Buchan, seconded Cr Whitfield:

That Councillors acknowledge having read the Engineering and Parks Services Information Bulletin - December 2020 and the content be accepted.

Committee Voting (Carried) - 5/0

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12. Agenda Items

Planning and Development Services

Engineering and Parks Services Engineering Services



Reference No & Subject: EP-023/20 Temporary Closure of La Seyne Crescent Car Park, Warnbro

File No: RDS/5-43

Proponent/s:

Author: Mr Ryan Gibson, Coordinator Planning and Design

Other Contributors: Mr Manoj Barua, Manager Engineering Services

Date of Committee Meeting: | 7 December 2020

Previously before Council: 17 December 2019 (EP-027/19)

Disclosure of Interest:

Nature of Council's Role in

this Matter:

Executive

Site:

Lot Area:

LA Zoning:

MRS Zoning:

Attachments:

Maps/Diagrams:

1. La Seyne Crescent Car Park - Warnbro Foreshore

2. Existing Car Parks in Relation to La Seyne Crescent Car

Park

Purpose of Report

For Council to consider continuing the temporary closure of the La Seyne Crescent car park in Warnbro until the 2022 summer period.

Background

Council, at its meeting held 17 December 2019, considered report EP-027/19 - Car Park Closure - Warnbro Foreshore Reserve, La Seyne Crescent, Warnbro and resolved as follows:

"That Council:

1. DIRECTS the CEO to undertake a car park utilisation assessment and a community engagement on the proposed closure of La Seyne Crescent car park within the Warnbro Foreshore Reserve.

Confirmed at a Planning and Engineering Services Committee meeting held on Monday 18 January 2021

2. DIRECTS the CEO to investigate brush/vegetation removal on La Seyne Crescent in proximity to the car park to allow for passive surveillance by security teams, policy and the local community."

La Seyne Crescent car park is one of six coastal car parking facilities that services the Waikiki/Warnbro coastline, providing local beach and shared path access without impeding local residential streets. It contains 52 bays and is accessed off La Seyne Crescent.

La Seyne Crescent is a local access road in the City's Functional Road Hierarchy and performs the function of access to residential properties. The car park is connected to the beach and coastal shared path by a 200m long pathway. There is no lighting at the car park nor is it co-located with any other coastal facilities such as toilet block, active recreation area or coastal shower facilities.



1. La Seyne Crescent Car Park - Warnbro Foreshore

The car park is set back from the beach in comparison to other coastal parking facilities in the area and it is obstructed by remnant coastal vegetation at the entrance to the car park. The concealed nature of the car park has attracted significant anti-social behaviour over a number of years including hooning behaviour, drug supply and use, dumping and the burning of stolen vehicles. One incident resulted in a bushfire that threatened a number of properties in the area.

La Seyne Crescent car park has been temporarily closed from 9 April 2020 due to the continuation of anti-social behaviour and still remains closed.

Details

The City has completed a car park utilisation study to determine the current usage of the facility and reviewed the City's records to determine if the level of anti-social behaviour is higher than surrounding coastal car park facilities.

To determine the parking impact of closing the facility on other coastal car parking facilities, two sets of traffic counts were completed at La Seyne Crescent car park as well as the closest two car parks St Malo Cove car park and St Ives Cove car park.



2. Existing Car Parks in Relation to La Seyne Crescent Car Park

The counts were completed in January 2020 and in October 2020. The January traffic count provided the baseline usage data and the October count was undertaken to determine the impact of the current La Seyne Crescent car park closure on surrounding car parks. A summary of the results are shown below:

| | La Seyne Crescent (January 2020) | St Malo Cove (January 2020) | St Malo Cove (October 2020) | St Ives Cove (January 2020) | St Ives Cove (October 2020) |
|---|---|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Number of available parking bays | 52 | 20 | 20 | 11 | 11 |
| Average weekday usage (24 hour period) | 27 | 47 | 30 | 71 | 63 |
| Peak weekday time and usage | 6 (12 pm) | 13 (6pm) | 5 (6pm) | 10 (12pm) | 9 (5pm) |
| Average weekday night time usage (9pm to 5am) | 5 | 3 | 2 | 6 | 8 |
| Average weekend usage (24 hour period) | 30 | 67 | 31 | 84 | 67 |
| Peak weekend time and usage | 4 (2pm) | 9 (8am) | 5 (9am) | 11 (3pm) | 7 (12pm) |
| Average weekend night time usage (9pm to 5am) | 7 | 2 | 1 | 8 | 5 |

The traffic counts show that the temporary closure had minimal impact on parking demand at the surrounding car parks and future growth in car park use is not predicted to exceed supply. It is noted from the traffic counts that the night time use of the La Seyne Crescent car park is similar to other car parks in the vicinity.

The level of anti-social behaviour in the car park in the past three years is higher than the surrounding coastal car parking facilities, with 32 reported antisocial events occurring including burnt out cars, drug dealing and illegal dumping of rubbish.

In comparison, the surrounding beach car park facilities recorded:

- · Cote D' Azur Gardens car park 22 reported anti-social events
- St Ives Cove car park 20 reported anti-social events
- Bayeux Crescent car park 11 reported anti-social events
- · Capella Pass car park 8 reported anti-social events
- St Malo Cove car park 7 reported anti-social events

Based on the above statistics, La Seyne Crescent car park does experience a higher number of anti-social events than the surrounding coastal car parking facilities. However, it is too early to determine whether the temporary closure of the car park is moving the antisocial behaviour to surrounding car parks. There are some anecdotal evidence that there is an increase in anti-social behaviour in other car parks in the area.

Implications to Consider

a. Consultation with the Community

The community surrounding the La Seyne Crescent car park were requested to provide feedback via direct letter, social media posts and the City's website on the future of the car park. Two rounds of public consultation were completed regarding the closure of the La Seyne Crescent car park. The first round of consultation was discarded due to a data processing error, which resulted in the incorrect data being included in the initial consultation letter, which may have misled the community.

As part of the second round of consultation, the community was consulted from 28 July to 14 August 2020 and were asked:

- Frequency of use for the car park;
- Frequency of use for pedestrian/cyclist access;
- Whether they supported the permanent closure, night time closure or for the car park to remain open; and
- Whether they supported the closure or retention of the beach access track for pedestrians and cyclists.

The City received a total of 66 responses.

Overall, the permanent closure option was supported by approximately 47% (31) respondents, 26% (17 respondents) support night closure (retain day time use) and the remaining 27% (18 respondents) support keeping the car park open at all times. The majority of the respondents supported retention of a pedestrian, cyclist and emergency vehicle access.

Of the responses received, 34 responses never using the car park, seven using the car park daily, seven using the car park weekly, four using the car park once a fortnight and 14 using the car park once a month. Only 16 responses, however, noted that they never use the pedestrian access, with 16 responses using the pedestrian access daily, 13 using the pedestrian access weekly, four using the pedestrian access once a fortnight and 17 using the pedestrian access at least once a month.

Additionally, 60 of the responses noted that they would like to retain a pedestrian and cyclist access to the beach and five supported the closure of the pedestrian and cyclist beach access.

In addition to the above, 40 of the responses provided additional comments with 26 responses referencing antisocial behaviour, four comments raising concerns about the flow-on effects to other car parks in the area, five requesting additional lighting, pruning and CCTV rather than closing the car park and six comments objecting to the closure due to the small number of residents affected.

b. Consultation with Government Agencies

Nil

c. Strategic

Community Plan

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

Aspiration 3: Plan for Future Generations

Strategic Objective: Infrastructure Planning - Plan and develop community, sport and

recreation facilities which meet the current and future needs of the

City's growing population.

d. Policy

Nil

e. Financial

There is no additional financial implication if the current temporary closure is continued. If Council decides to proceed with permanent closure the cost will be approximately \$115,000 for removing the asphalt while retaining a pedestrian and fire truck access. The works also need to be prioritised against other existing priorities in the Business Plan. Night time closure option will not have significant capital cost implication but will have significant ongoing operating cost implication, including locking and opening daily, maintenance and repair of gates and potential costs related to damage and/or vandalism of the gates and locks.

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

Based on the car park utilisation study and the community feedback, it is clear that some form of closure is broadly supported. Although the traffic counts undertaken to date indicate that the traffic and parking implications of the closure are minimal, the temporary closure has not been in place over a full summer period.

There is insufficient data available to determine whether the closure has/will move the antisocial behaviour issue to surrounding car parks, however, there is some anecdotal evidence in recent times that suggests such movement can occur. The City considers that more time is required to understand such impact so that an informed decision can be made.

Since the installation of the steel bollards across the car park access, there has been no antisocial behaviour recorded at the La Seyne Crescent car park and the City does not expect any antisocial behaviour to occur in the future. It is recommended that the bollards and plastic barriers remain in place for at least two summer periods to determine change in the level of antisocial behaviour in the area. A separate report is proposed to be presented to Council after the 2022 summer period, outlining the impact of the continuation of the temporary closure.

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Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the continuation of temporary closure of La Seyne Crescent car park, Warnbro until the 2022 summer period.

Committee Recommendation

Moved Cr Edwards, seconded Cr Hamblin:

That Council **APPROVES** the continuation of temporary closure of La Seyne Crescent car park, Warnbro until **after** the 2022 summer period.

Committee Voting (Carried) - 5/0

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

To clarify the duration of the temporary closure of La Seyne Crescent carpark.

Implications of the Changes to the Officer's Recommendation

Not Applicable

Engineering and Parks Services Engineering Services



Reference No & Subject: EP-024/20 **Delegated Authority - Federal Blackspot** Project - Installation of Pre-deflections at the Intersection of Safety Bay Road and Nairn Drive, Baldivis (Absolute Majority)

File No: **RDS/38**

Proponent/s:

Author: Mr Ryan Gibson, Coordinator Planning and Design

Other Contributors: Mr Manoj Barua, Manager Engineering Services

Executive

Date of Committee Meeting: 7 December 2020

Previously before Council:

Disclosure of Interest:

Nature of Council's Role in

this Matter:

Site:

Lot Area:

LA Zoning:

MRS Zoning:

Attachments: **Public Consultation Plan**

Maps/Diagrams: Intersection of Nairn Drive and Safety Bay Road, Baldivis

Purpose of Report

For Council to delegate authority to the Chief Executive Officer (CEO) to award the contract for the construction of pre-deflections on the east and west approaches of the Safety Bay Road and Nairn Drive intersection.

Background

The City completed a road safety audit on the intersection of Safety Bay Road and Nairn Drive due to high number of crashes that were occurring on the east and west approaches to the roundabout. The road safety audit recommended the installation of pre-deflections (chicanes) on the east and west approaches to reduce the speed of approaching vehicles and to reduce the number and severity of crashes that are occurring.



Intersection of Nairn Drive and Safety Bay Road, Baldivis

Based on the recommendations of the road safety audit, the City applied for and received Federal Blackspot funding of \$508,050 to construct pre-deflections (chicanes) on the eastern and western approaches to the Safety Bay Road and Nairn Drive intersection. The project is fully funded by the Federal Government and a project is listed for construction in the City's 2020/2021 budget.

The City has completed detailed design of the project which is attached for information.

Details

The construction of pre-deflections will impact on the operation of the traffic signals at the intersection of Safety Bay Road and Settlers Avenue located approximately 150m to the east of the Safety Bay Road and Nairn Drive intersection.

As Main Roads WA is responsible for the operation of all traffic signals in Western Australia, the City consulted it to seek approval to restrict traffic during the day through this intersection as part of the traffic management required for the project. Main Roads WA did not support any traffic restrictions during the day time on the Safety Bay Road and Settlers Avenue intersection due to the high traffic volumes and potentially increased congestion at the signalised intersection, however, did indicate its support for traffic restrictions at night.

As a result, the works are now planned to be completed at night which will increase the cost of the project from \$508,050 to \$680,000 and require the City to engage an external contractor to complete the civil construction works usually completed by the City's internal construction team.

The change in project cost will not result in any municipal funds being required, as the project is a Federal Blackspot Project which is fully funded by the Federal Government. Any changes to the overall cost of the project will, however, require Main Roads WA approval before the project can commence, as Main Roads WA administers the Federal Blackspot Program on behalf of the Federal Government. Any funding change requests for Federally funded Blackspot Projects usually takes approximately two to three months to receive an approval or rejection. As this project received a high score when being assessed for funding, the City is confident that the additional funding request is likely to be supported.

Due to the increased estimate construction cost, it is anticipated that the Tender value will exceed the CEO's delegated authority limit of \$500,000 to award Tenders. This would require a Tender award report to Council for approval.

The time required to undertake a Tender award report to Council would prevent the City from being able to complete the project within the timeframes outlined under the Federal Blackspot Grant agreement, as well as in the City's budget. Therefore it is proposed to delegate authority to the CEO to approve this project construction Tender.

Implications to Consider

a. Consultation with the Community

The City will inform the surrounding residents regarding the night works once a specific starting date is known.

b. Consultation with Government Agencies

The City has consulted with Main Roads WA and will request additional funding through the Federal Blackspot Program to complete the works.

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: Liveable Suburbs - Plan for attractive sustainable suburbs that

provide housing diversity, quality public open spaces, walkways,

amenities and facilities for the community.

d. Policy

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

The City's Delegated Authority Register, Delegation 1.6 Acceptance/Rejection of Tenders – For Supply and Goods of Services states the CEO can accept Tenders up to the value of \$500,000 (excluding GST).

e. Financial

\$508,050 is allocated for construction of the pre-deflections on the east and west approaches of the Safety Bay Road and Nairn Drive intersection in the 2020/2021 budget. An additional \$171,950 will be sought from Main Roads WA for delivering the project.

The delegated authority will only extend to the CEO awarding the contract if the tenders received are within \$680,000 and Main Roads WA approves the additional funding for the project. Since the project is 100% funded through the Blackspot Program it will not have any direct financial implication for the City.

f. Legal and Statutory

In accordance with section 3.57 of the Local Government Act 1995 – Tenders for providing goods or services and Local Government (Functions and General) Regulations 1996, Part 4, Division 2, regulation 11(1), Provision of goods and services:

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

In accordance with section 5.42 of the Local Government Act 1995 - Delegation of some powers and duties to the CEO, by Absolute Majority:

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'A local government may delegate to the CEO the exercise of any of its powers or the discharge of any of its duties.'

Under section 5.43 of the Local Government Act 1995 - Limits on delegations to the CEO, the Council can delegate authority to the CEO to accept a Tender, provided it does not exceed an amount determined by the Local Government.

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 delegation of authority to the CEO to award the contract for the construction of pre-deflections on the east and west approaches of the Safety Bay Road and Nairn Drive Intersection is necessary to ensure the project is delivered within the timeframes outlined under the Federal Blackspot Grant agreement.

The City will seek additional Federal Blackspot funding through Main Roads WA to cover the increased project costs as a result of the works needing to be completed at night.

Council will be advised of the successful contractor and project updates through the Bulletin.

Voting Requirements

Absolute Majority

Officer Recommendation

That Council **DELEGATES** authority to the Chief Executive Officer to award or reject Tender submissions for construction of pre-deflections on the east and west approaches of the Safety Bay Road and Nairn Drive intersection up to the value of \$680,000.

Committee Recommendation

Moved Cr Whitfield, seconded Cr Buchan:

That Council **DELEGATES** authority to the Chief Executive Officer to award or reject Tender submissions for construction of pre-deflections on the east and west approaches of the Safety Bay Road and Nairn Drive intersection up to the value of \$680,000.

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

mark for

| 13. | Reports of Councillors |
|-----|---|
| | Nil |
| 14. | Addendum Agenda |
| | Nil |
| 15. | Motions of which Previous Notice has been given |
| | Nil |
| 16. | Notices of Motion for Consideration at the Following Meeting |
| | Nil |
| 17. | Urgent Business Approved by the Person Presiding or by Decision of the Committee |
| | Nil |
| 18. | Matters Behind Closed Doors |
| | Nil |
| 19. | Date and Time of Next Meeting |
| | The next Planning and Engineering Services Committee meeting will be held on Monday 18 January 2021 in the Council Chambers, Council Administration Building, Civic Boulevard, Rockingham. The meeting will commence at 4:00pm. |
| 20. | Closure |
| | There being no further business, the Chairperson wished all Councillors, staff and their families compliments of the season and a Happy New Year, thanked them for their contribution over the past challenging year and declared the meeting closed at 4:19pm . |