

minutes

Capital Works Committee

MEETING HELD ON

TUESDAY 7 OCTOBER 2014

TABLE OF CONTENTS

Item No.	Title	Page No.
	Declaration of Opening	3
	Declarations of Interest	3
	Apologies/Leave of absence	4
	Confirmation of Minutes	4
	Announcements by the Presiding Member without discussion	4
	Identification of matters for which the meeting may be closed to the public	4
	Petitions and deputations	4
	Reports	4
1	Update on 2014-15 Capital Works Program – [102496]	5
2	Bi-Monthly Capital Works Project Reports – [102496]	8
3	Lane 5 Sorrento – Construction of Laneway between Clontarf Street and Lane 1 – [77530]	12
4	Proposed Stairway at Whitfords Nodes Park, Hillarys – [02656]	22
5	Utilisation of Sumps as Car Parks – [42666]	28
6	2015-16 and 2016-17 Community Facility Refurbishment Projects – [07174]	36
7	Change of Meeting Date – Capital Works Committee – [102496]	50
	Urgent Business	53
	Motions of which previous notice has been given	53
	Requests for Reports for future consideration	53
	Closure	53

CITY OF JOONDALUP

MINUTES OF THE CAPITAL WORKS COMMITTEE MEETING HELD IN CONFERENCE ROOM 2, JOONDALUP CIVIC CENTRE, BOAS AVENUE, JOONDALUP ON TUESDAY 7 OCTOBER 2014.

ATTENDANCE

Committee Members

Cr Kerry Hollywood	<i>Presiding Member</i>	
Mayor Troy Pickard		<i>arrived at 5.47pm</i>
Cr Geoff Amphlett, JP		
Cr Brian Corr		<i>arrived at 5.46pm</i>
Cr Teresa Ritchie, JP		
Cr Philippa Taylor	<i>Deputy Presiding Member</i>	<i>arrived at 5.47pm</i>
Cr John Chester		<i>deputising for Cr Philippa Taylor until 5.47pm</i>

Observers

Cr John Chester	<i>from 5.47pm</i> <i>absent from 6.31pm to 6.34pm</i>
-----------------	---

Officers

Mr Mike Tidy	Director Corporate Services
Mr Nico Claassen	Director Infrastructure Services
Mr Mike Smith	Manager Leisure and Cultural Services
Mr Mike Hamling	Manager Operation Services
Mr Brad Sillence	Manager Governance
Mr Andrew Murphy	Manager Infrastructure Management Services
Mr John Byrne	Governance Coordinator
Mrs Dawn Anderson	Governance Officer

DECLARATION OF OPENING

The Presiding Member declared the meeting open at 5.45pm.

DECLARATIONS OF INTEREST

Disclosures of Financial / Proximity Interest

Nil.

Disclosures of interest affecting impartiality

Nil.

APOLOGIES/LEAVE OF ABSENCE**Apology:**

Cr Christine Hamilton-Prime.

Leave of Absence Previously Approved:

Cr Tom McLean, JP	17 September to 10 October 2014 inclusive;
Cr John Chester	1 to 7 October 2014 inclusive;
Cr Liam Gobbert	4 October to 11 October 2014 inclusive;
Cr Christine Hamilton-Prime	5 November to 20 November 2014 inclusive;
	6 December 2014 to 5 January 2015 inclusive;
Cr Teresa Ritchie, JP	6 November to 14 November 2014 inclusive.

CONFIRMATION OF MINUTES**MINUTES OF THE CAPITAL WORKS COMMITTEE HELD 5 AUGUST 2014**

MOVED Cr Amphlett, **SECONDED** Cr Ritchie that the minutes of the meeting of the Capital Works Committee held on 5 August 2014 be confirmed as a true and correct record.

The Motion was Put and

CARRIED (4/0)

In favour of the Motion: Crs Hollywood, Amphlett, Chester and Ritchie.

ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

Nil.

IDENTIFICATION OF MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

In accordance with Clause 5.2 of the City's *Meeting Procedures Local Law 2013*, this meeting was not open to the public.

PETITIONS AND DEPUTATIONS

Nil.

Cr Corr entered the meeting at 5.46pm.

Mayor Pickard and Cr Taylor entered the meeting at 5.47pm.

REPORTS**ITEM 1 UPDATE ON 2014-15 CAPITAL WORKS PROGRAM**

WARD	All
RESPONSIBLE DIRECTOR	Mr Nico Claassen Infrastructure Services
FILE NUMBER	102496
ATTACHMENT	Attachment 1 Capital Works Project Report 2014-15
AUTHORITY / DISCRETION	Information - includes items provided to Council for information purposes only that do not require a decision of Council (that is for 'noting').

PURPOSE

For the Capital Works Committee to note the update on the *2014-15 Capital Works Program*.

EXECUTIVE SUMMARY

The Capital Works Project Report for the 2014-15 program, as at 22 September 2014 is attached (Attachment 1 refers).

It is therefore recommended that the Capital Works Committee NOTES the report on the Capital Works Projects for 2014-15 as at 22 September 2014, forming Attachment 1 to this Report.

BACKGROUND

At its meeting held on 15 May 2012 (CJ094-05/12 refers), Council resolved in part, to establish a Capital Works Committee to:

- *oversee the monthly progress of the City's annual Capital Works Program and review of the City's Five Year Capital Works Program*
- *oversee the long term planning of major capital works projects not being the role of a Council Committee established for such purposes*
- *consider recommendations to modify the City's Capital Works.*

DETAILS

The Capital Works Project Report for the 2014-15 program as at 22 September 2014, is provided at Attachment 1.

Issues and options considered

Not applicable.

Legislation / Strategic Community Plan / policy implications**Legislation**

Sections 5.17 and 6.8 of the *Local Government Act 1995*.

A committee cannot make decisions, on behalf of the Council, that require an absolute majority decision (section 5.17 of the *Local Government Act 1995*), in which case, and in accordance with Section 6.8 of the *Local Government Act 1995*, includes approving expenditure not included in the City's Annual Budget. The Capital Works Committee could only recommend to the Council to approve or modify capital works projects.

Strategic Community Plan**Key theme**

Financial Sustainability.

Objective

Major project delivery.

Strategic initiative

Not applicable.

Policy

Not applicable.

Risk management considerations

Not applicable.

Financial / budget implications

Not applicable.

Regional significance

Not applicable.

Sustainability implications

Not applicable.

Consultation

Not applicable.

COMMENT

The Capital Works Project Report for the 2014-15 program provides an update on the capital works activities undertaken as at 22 September 2014.

VOTING REQUIREMENTS

Simple Majority.

MOVED Cr Ritchie, SECONDED Cr Amphlett that the Capital Works Committee NOTES the Report on the Capital Works projects for 2014-15 as at 22 September 2014, forming Attachment 1 to this Report.

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

Appendix 1 refers

To access this attachment on electronic document, click here: [Attach1agnCWC071014.pdf](#)

ITEM 2 BI-MONTHLY CAPITAL WORKS PROJECT REPORTS

WARD	All	
RESPONSIBLE DIRECTOR	Mr Nico Claassen Infrastructure Services	
FILE NUMBER	102496, 101515	
ATTACHMENT	Attachment 1	Broadbeach/Flinders Park upgrades
	Attachment 2	Seacrest Park floodlighting
	Attachment 3	Iluka District Open Space – sports lighting upgrade
	Attachment 4	Entry Statements Joondalup Drive
	Attachment 5	Shenton Avenue landscaping
	Attachment 6	Ocean Reef Road dualling
	Attachment 7	Whitfords Avenue dualling
	Attachment 8	Joondalup City Centre lighting
	Attachment 9	Iluka Sports Centre refurbishment
	Attachment 10	Bramston Park facility
	Attachment 11	Multi-storey car park – Boas Avenue
	Attachment 12	Marmion Angling & Aquatic Club parking
	Attachment 13	Synthetic hockey project Warwick
	Attachment 14	Delamere Park construction
	Attachment 15	Otago Park – sump beautification
AUTHORITY / DISCRETION	Information - includes items provided to Council for information purposes only that do not require a decision of Council (that is for 'noting').	

PURPOSE

For the Capital Works Committee to note the bi-monthly project status reports for capital works projects.

EXECUTIVE SUMMARY

At the Capital Works Committee meeting held on 5 August 2014 the Committee determined which capital works project reports were required and the frequency of reporting. The bi-monthly project reports are attached (Attachments 1-15 refer).

It is therefore recommended that the Capital Works Committee NOTES the:

- 1 *bi-monthly capital works project reports forming Attachments 1-15 to this Report;*
- 2 *completion of the Entry Statements – Joondalup Drive project, the Shenton Avenue landscaping project and the Delamere Park construction project and that no further status reports will be provided.*

BACKGROUND

At its meeting held on 5 August 2014 the Capital Works Committee requested that the following project reports from the *2014-15 Capital Works Program* be provided on a bi-monthly basis:

- Broadbeach/Flinders Park upgrades.
- Seacrest Park floodlighting.
- Iluka District Open Space – sports lighting upgrade.
- Entry Statements Joondalup Drive.
- Shenton Avenue landscaping.
- Ocean Reef Road dualling.
- Whitfords Avenue dualling.
- Joondalup City Centre lighting.
- Iluka Sports Centre refurbishment.
- Bramston Park facility.
- Multi-storey car park – Boas Avenue.
- Marmion Angling & Aquatic Club parking.
- Synthetic hockey project Warwick.
- Delamere Park construction.
- Otago Park – sump beautification.

DETAILS

A summary of the projects and their current status is detailed in the bi-monthly project reports forming Attachments 1-15 to this Report.

The following projects which required a bi-monthly project report have now been completed and no further reports will be presented to the Capital Works Committee:

- Entry Statements – Joondalup Drive.
- Shenton Avenue landscaping.
- Delamere Park construction.

Issues and options considered

Not applicable.

Legislation / Strategic Community Plan / policy implications

Legislation

Sections 5.17 and 6.80 of the *Local Government Act 1995*.

A committee cannot make decisions, on behalf of the Council, that require an absolute majority decision (section 5.17 of the *Local Government Act 1995*), in which case, and in accordance with Section 6.8 of the *Local Government Act 1995*, includes approving expenditure not included in the City's Annual Budget. The Capital Works Committee could only recommend to the Council to approve or modify capital works projects.

Strategic Community Plan

Key theme Financial Sustainability.

Objective Major project delivery.

Strategic initiative Not applicable.

Policy Not applicable.

Risk management considerations

Not applicable.

Financial / budget implications

Not applicable.

Regional significance

Not applicable.

Sustainability implications

Not applicable.

Consultation

Not applicable.

COMMENT

The attached capital works project reports provide an update on the activities undertaken in the last two months.

VOTING REQUIREMENTS

Simple Majority.

MOVED Cr Amphlett, SECONDED Mayor Pickard that the Capital Works Committee NOTES the:

- 1 bi-monthly capital works project reports forming Attachments 1-15 to this Report;**
- 2 completion of the Entry Statements – Joondalup Drive project, the Shenton Avenue landscaping project and the Delamere Park construction project and that no further status reports will be provided.**

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

Appendix 2 refers

To access this attachment on electronic document, click here: [Attach2agnCWC070914.pdf](#)

ITEM 3 LANE 5 SORRENTO - CONSTRUCTION OF LANEWAY BETWEEN CLONTARF STREET AND LANE 1

WARD	South-West	
RESPONSIBLE DIRECTOR	Mr Nico Claassen Infrastructure Services	
FILE NUMBER	77530	
ATTACHMENT	Attachment 1	Preliminary Concept - Lane 5 extension
	Attachment 2	Preliminary Concept - long section
	Attachment 3	Preliminary Concept - land requirements
AUTHORITY / DISCRETION	Executive – The substantial direction setting and oversight role of Council, such as adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.	

PURPOSE

For Council to note the potential benefits, costs and technical constraints required to construct the opening of Lane 5 in Sorrento, between the existing built Lane 1 and Clontarf Street and to consider whether or not to instigate a Capital Works Project to open up Lane 5, Sorrento.

EXECUTIVE SUMMARY

The City has received requests via Elected Members and budget discussions to open up Lane 5, Sorrento to improve access for vehicles. This report outlines the costs to construct a portion of Lane 5 Sorrento, between Lane 1 and Clontarf Street and considers the relevant technical constraints that affect construction and overall cost for the project.

It is therefore recommended that Council:

- 1 *NOTES the potential benefits, estimated costs and technical constraints required to construct Lane 5, Sorrento between the existing built Lane 1 and Clontarf Street as detailed in this Report;*
- 2 *DOES NOT SUPPORT listing for consideration a project to open Lane 5, Sorrento in the current Five Year Capital Works Program due to the high cost and limited benefit of the project;*
- 3 *SUPPORTS the retention of the Lane 5 at 100, 102 and 104B West Coast Drive, Sorrento in public ownership to allow for future changes to the laneway;*
- 4 *PLACES a note on the property file noting the need for a truncation at the intersection of Lane 1 and Lane 5, Sorrento to allow turning movements for waste and service vehicles to be requested if and when lot 402 Clontarf Street is subdivided.*

BACKGROUND

Vehicular access to Lane 1 and Lane 5 is currently only available from Cliff Street as the section through to Clontarf Street was never constructed. Residents that use the lane can gain access from one end only. Waste collection services are carried out by the rubbish truck driving into the lane, emptying bins, then reversing all the way back up the laneway. The truck then reverses down the laneway, and drives out in a forward gear picking up bins from the opposite side of the laneway.

Lane 1 and Lane 5, Sorrento provides rear access to a total of 37 lots (Attachment 1 refers). Eighteen lots are constructed with access both to the rear laneway and the fronting road. Four lots are vacant with three lots likely to construct vehicular access to the lane. One lot will construct access to Clontarf Street.

Thirteen lots have built their property with sole vehicular access via the laneway and do not have vehicular access via the fronting road. Steep slopes and rock encountered in the area creates severe site constraints making the construction of vehicular access to the fronting road difficult and expensive.

Of the 37 lots, 33 have constructed vehicular access to the laneway and up to three vacant lots are expected to construct access to the laneway for a total of around 36 lots with rear lane access.

In order to assess the feasibility of construction of the unconstructed section of Lane 5, a detailed survey was undertaken to establish if it would be possible to construct a laneway at the appropriate grade to tie into Clontarf Street. Attachment 2 details a preliminary section of the proposed laneway and the extent of earthworks that would be required. The investigation found a number of constraints that would make construction difficult and therefore expensive, including:

- the existing sewerage system
- the existing drainage system
- extensive soil to be removed
- the need for permanent retaining walls
- the potential for variable ground conditions including rock and loose sand.

While these constraints would make the construction process more difficult and costly, the preliminary investigation did not identify any issues that would prohibit construction.

At its meeting held on 30 September 2008 (CJ214-09/08 refers), Council considered a request by the owners of lots 100, 102 and 104B (West Coast Drive) to close a portion of the rear laneway, with the intent to purchase and amalgamate the laneway within their property and then construct a private road through to Clontarf Street. It was resolved that Council:

- “1 *RETAINS the laneway at 100, 102 and 104B West Coast Drive, Sorrento in public ownership, so as to facilitate easier access to the laneway system in the longer term;*
- 2 *NOTES that the laneway could notionally be a key element in the future development of land in the area;*
- 3 *ADVISES the submitters that it is intended to consider a Housing Strategy and revised District Planning Scheme in the near future and that submissions will be invited from landowners about the potential and desired future of the area;*
- 4 *NOTES that appropriate signage will be reintroduced in the laneway to reaffirm that it does not have through access and that parking is not permitted in the lane.”*

The properties adjoining the laneway are located within Housing Opportunity Area 3 and are proposed as part of the *Local Housing Strategy* (LHS) to increase in density from R20 to R20/R25. At the proposed higher density, an average of 350m² and minimum of 300m² per dwelling will apply. At this higher density 31 of the properties will have the potential to subdivide/develop an additional dwelling and one property will have the potential to subdivide/develop an additional two dwellings for a total potential addition of 33 new lots.

To implement the recommendations of the LHS the City is currently in the process of preparing a Scheme Amendment. As part of this amendment a number of design provisions are proposed for dual coded areas including the requirement that where a lot abuts a laneway it shall be required to take its vehicular access from the laneway, with the exception of existing dwellings that are being retained. By requiring vehicle access from laneways the City is hoping to achieve better design outcomes through reducing the number of crossovers to the primary street and therefore encouraging improved landscaping of these streets.

Should the LHS and Scheme Amendment be implemented as currently proposed, there is the potential for lots to be developed for the addition of a maximum of 33 additional dwellings. Depending on subdivision design this could result in the probable addition of 5 to 10 dwellings with laneway access. In theory, a total of up to 33 additional dwellings with vehicle access from the laneway could be built, but this is highly unlikely due to the narrow north-south orientation of lots.

The City's *District Planning Scheme No. 2* (DPS2) does not have provision for the City to collect developer contributions towards infrastructure upgrades. As such, the City would need to fund the construction works via the *Capital Works Program* or would be required to undertake a scheme amendment to include developer contribution provision and require relevant contributions for the upgrade of Lane 5. Developer contribution schemes are complex, costly and involve lengthy approval processes from the state government. It is anticipated that it would take approximately two years for such a developer contribution arrangement to be put in place. In addition, the City would be required to employ an officer or contractor to develop the scheme amendment and would also be required to employ resources to manage the scheme. All of these costs can be covered through the developer contribution scheme itself.

DETAILS

A survey of the site and proof of design levels was undertaken to determine if appropriate grades could be achieved in the laneway. The design long section (Attachment 2 refers) shows a laneway grade of approximately 13% and that the connecting laneway can be constructed through to Clontarf Street, with approximately 25 metres of retaining on both sides of the laneway with retained heights up to two and a half metres. Approximately 450m³ of soil (sand and rock) would need to be removed from the site.

An existing sewer line located within the laneway construction zone would require concrete encasement and specialised construction techniques (subject to Water Corporation requirements) to protect it from potential damage during construction. A more likely outcome would be the replacement of the sewer line onto a central alignment due to Water Corporation construction requirements. The existing drainage system would also require modification and upgrading during the works.

Two methods of construction are considered to have merit depending on the underlying geotechnical conditions:

Option 1 (where ground conditions are predominantly sandy)

This option proposes the use of sheet piling to retain the loose soil during construction, excavation and removal of excess soil, construction of retaining walls and construction of the laneway pavement and drainage.

Option 2 (where rock is found)

This option proposes the use of open excavation, removal of excess soil, construction of retaining walls and construction of the laneway pavement and drainage.

Specific ground conditions are unknown; however, the eastern side of the laneway has an existing sewer main, with presumed loose fill used to backfill the sewer trench. This eastern side may therefore, have easier digging conditions and have the potential to use temporary steel sheet piling to retain the loose soil during the construction of a permanent retaining wall. Due to the harsh ocean conditions, steel sheet piling would be expected to rust and could not be used as a permanent retainer. Space constraints would require a reinforced two leaf structure to be constructed and poured in situ, or alternatively, a precast reinforced concrete wall. The face of the retaining structures (maximum two and a half metres high) would be approximately one metre from property boundaries, thus limiting the paved lane width to a single three and a half metre wide carriageway suitable for single vehicular traffic.

The western side of the laneway has greater potential for cap rock or rock outcrops making sheet piling or temporary retaining potentially problematic. Rock where found may need to be removed but there is a risk that it may expose nearby properties to vibration damage during construction. If a lane opening project is approved for construction, further geotechnical investigations would be required to fully investigate ground conditions and establish the extent or otherwise of rock or fill materials to allow full design and construction planning to both minimise risk to adjoining properties, allow efficient construction and thus minimise project costs.

Notwithstanding the above, a preliminary design estimate has been prepared based on the following assumptions:

- Rock likely to be found on site, with loose material over old drainage and sewer trenches.
- Either reinforced block wall (two leaf) or pre cast reinforced panels to approximately two and a half metres high.
- Removal of 450m³ material off site.
- Relocation of gas and Telstra services is not required.
- Protection of the existing shallow 150mm diameter PVC sewer is required, typically by concrete encasement and subject to Water Corporation approval. Alternatively, relocation of the sewer to a central alignment may provide an improved outcome for construction and sustainability.
- Reconstruction of the existing drainage system in the lower section of the laneway.
- Construction of laneway.

The preliminary cost estimate for the project is \$550,000 with a likely cost variation of ± 20% subject to detailed design and review of ground conditions and construction techniques.

Issues and options considered

While the laneway reserve width is six metres wide, the proposed constructed laneway width will allow for single vehicle movements only due to the space taken by the retaining walls and offset required to the boundary. The laneway can be widened via compulsory acquisition (Attachment 3 refers), but would require the City to purchase additional land at market rates,

adding cost to the overall project. In addition, compulsory acquisition would take approximately two years to process and would introduce additional complexity, cost, consultation and time to the project.

The corner of the laneway at the junction of Lane 1 and Lane 5 has no truncation making turning movements difficult, especially for waste vehicles or other service vehicles. A truncation can be sought via either compulsory acquisition or can be requested should the adjoining lot subdivide.

Options

Option A - no action (leave Lane 5 in its current configuration)

Advantages:

- No cost

Disadvantages:

- Continued development of housing in the area will add vehicle and pedestrian traffic in the laneway with a probable increase in local traffic and parking issues.
- Public pressure for the lane to be opened would be likely to remain or to increase in time.
- Weekly waste collection services would continue to be undertaken in the current manner.
- Service and delivery vehicles impeded by poor access.

Option B - Construct Lane 5 through to Clontarf Street (single lane width)

Advantages:

- Improved access amenity for existing residents.
- Improved amenity for properties to be subdivided in the future.
- Increased subdivision potential by the provision of improved property access.
- Improved waste collection serviceability, allowing the waste truck to move in a forward gear without having to reverse up or down the laneway. Note that a corner truncation would be desirable to further improve truck movements.
- Improved access for service and delivery vehicles.
- No land resumption required.

Disadvantages:

- High cost of construction works.

Option C - Construct Lane 5 through to Clontarf Street (two way flow)

Advantages;

- Improved access amenity for existing residents including two way flow.
- Improved amenity for properties to be subdivided in the future.
- Increased subdivision potential by the provision of improved property access.
- Improved waste collection serviceability, allowing the waste truck to move in a forward gear without having to reverse up or down the laneway. Note that a corner truncation would be desirable to further improve truck movements.
- Improved access for service and delivery vehicles.

Disadvantages;

- High cost of construction works.
- Land resumption to allow for two way flow would add complexity, cost and time to the overall project as well as require additional consultation.

Regardless of the option adopted, there is a need to seek a corner truncation to allow service vehicles at the junction of Lane 1 and Lane 5. While compulsory acquisition is possible, it is considered prudent to note the requirements and seek a truncation if and when the adjoining lot is subdivided.

Legislation / Strategic Community Plan / policy implications

Legislation

*Planning and Development Act 2005.
Town Planning Regulations 1967.
City of Joondalup District Planning Scheme No. 2.*

Strategic Community Plan

Key theme

Quality Urban Environment.

Objective

Quality built outcomes.

Strategic initiative

Housing infill and densification is encouraged and enabled through a strategic, planned approach in appropriate locations.

Policy

City of Joondalup Local Housing Strategy.

Risk management considerations

Construction Risks

There is a risk of vibration damage to properties in close proximity to the site derived from construction activity particularly where rock is found. Vibration monitoring and pre-works dilapidation reports may be employed to reduce risk of property damage.

Waste Management Risks

Collection of waste is undertaken with an elevated level of risk to public safety and property damage due to the waste truck reversing the full length of the laneway twice each week to pick up bins on either side of the laneway. Additional truck movements are required every fortnight for the recycling collection. Construction of the laneway through to Clontarf Street would allow improved waste collection, deliveries and all other traffic movement to create a safer road environment.

Community Support

Local community support for the project is expected to vary widely. Much of the support or otherwise may be linked to potential value either added or removed from residual property values derived primarily from potential subdivision or development factors. Community consultation would be required to ascertain support or otherwise for the project.

Financial/budget implications

Preliminary estimates indicate that the order of costs for removal of excess soil, temporary piling, and construction of retaining walls, relocation of services, construction of laneway, kerbing, drainage and connection to Clontarf Street are in the order of \$550,000 ± 20%.

Three options for funding the project are:

Option 1: Funding via the *Capital Works Program*

The project is not currently listed in the City's *Five Year Capital Works Program* and could be added to the program for consideration for future funding through the City's Annual Budget process. If listed, then the project would be considered for possible funding depending on the project merits compared with other projects, priorities and available budget. This option is based on full funding by the City.

If this option is supported, consultation with local residents would be required to establish local support or otherwise for the project to assist in making an assessment of the merits of the project and prioritisation within the *Capital Works Program*.

Option 2: Developer Contribution Scheme

Under this funding model, beneficiaries of the project pay for the works by a subdivision/development contribution scheme. Properties that are deemed to gain benefit from the project, (total of 37 lots that gain access to either Lane 1 or Lane 5) would pay a contribution when they subdivide. If all properties were to subdivide and contribute the same amount each, then the order of costs is \$14,864 per lot to construct the laneway.

Alternative funding options could be considered whereby each lot pays a base amount, and a sliding scale applies on a principle where lots closer to Clontarf Street that receives a higher improvement value pay extra. Conversely, lots closer to Cliff Street receive less benefit and would pay less. The order of contribution might then vary per lot between \$2,000 to \$5,000 minimum, up to approximately \$25,000 to \$30,000 depending on the adopted scale parameters. As the fee is only paid on subdivision of the property, there is a risk that such a scheme would slow or discourage development in the area and that contributions received would be either delayed or not eventuate.

Only new dwellings and lots that propose to gain access from the lane could be charged. It is possible that up to 67 new dwellings or lots will eventually gain access from this portion of Lane 5. However, only the additional dwellings gaining access from the laneway could be required to contribute to developer contributions, meaning a maximum of 33 new lots or dwellings could be required to contribute. This equates to a contribution of \$16,667 per new lot/dwelling accessing the laneway. In all probability, over the next 10 years, only a fraction of the lots will subdivide, resulting in a significant shortfall in contributions.

The City does not have a contribution scheme at the moment, and there would be considerable cost and time required to develop and implement such a scheme. The cost of developing and then implementing the development contribution scheme has been estimated to be in the order of several hundred thousand dollars and take up to two years to establish.

It should be noted that there is an inherent risk with developer contribution schemes, in that it is probable that some lots will not be developed or subdivided and as a result the City will be left to absorb a significant percentage of the overall contribution requirement where the works are pre-funded by the City and contributions sought from a subdivision contribution scheme.

Option 3: Specified Area Rates Scheme

Under section 6.37 of the *Local Government Act 1995*, a Specified Area Rate (SAR) could be considered and applied to rateable land for the purpose of meeting the cost of provision of the project.

Based on a construction cost of \$550,000, 37 existing rateable properties and a recovery time frame of 10 years, each lot would on average pay in the order of \$1,486 per year for a period of 10 years.

Various repayment scenarios could be considered if this option was considered to be appropriate for this type of project.

Current financial year impact

Not applicable.

Future financial year impact

Annual operating cost	This will vary depending on the funding option and any additional staff required to manage the scheme. Maintenance of the additional laneway pavement is offset by savings to the waste collection service.
Estimated annual income	None. Any income received to be applied in offsetting construction and management costs.
Capital replacement	Section of laneway to be added to the road resurfacing program. Retaining structures design life 100 years.
20 Year Strategic Financial Plan impact	There will be an impact which will vary depending on the funding option. Option 1 will have the most significant impact as this is completely unfunded.
Impact year	Not applicable.

Regional significance

Not applicable.

Sustainability implications

Social

The project would improve the amenity of properties in the area by the provision of more convenient property access. The project would additionally improve the operation of waste collection and other services and reduce safety risks associated with reversing truck movements.

Economic

There are two key factors relating to the proposed laneway upgrade that works to both encourage and discourage local housing development. These factors are:

- 1 The laneway upgrade would improve local amenity and could stimulate or increase the likelihood of subdivision and development of existing lots due to the improved access for all vehicles.
- 2 The cost of constructing the upgrade could act to discourage development where the costs are wholly or partly absorbed by local residents through a developer contribution scheme or a SAR. Where the works are constructed under the *Capital Works Program*, there would be no direct financial disincentive to local residents.

Consultation

A number of local residents have expressed support for the opening of the laneway in the past and various discussions have arisen subsequent to consultations undertaken in relation to some development applications. There are also residents that are likely to be opposed to the opening of the laneway, particularly if costs or a portion of costs are to be paid via a contribution scheme.

Notification or consultation with residents is considered necessary to either inform residents of the Council's decision or to seek support for proposed works and any funding options that may arise.

COMMENT

The final section of the laneway remains unconstructed primarily due to the difficult construction conditions and high cost of the proposed works. Preliminary investigations demonstrate that it is possible to complete the project and provide a single lane width laneway connecting to Clontarf Street. Further detailed investigation and design would refine both the construction techniques and enable a more accurate cost estimate to be determined. There would be costs incurred during the detailed design phase resulting from geotechnical investigations and testing and development of design including structural assessment.

Construction of the remaining section of Lane 5 would improve amenity in the area, by allowing access to the laneway from Clontarf Street. Site constraints including the need for retaining walls would only allow the construction of a single lane width to be constructed unless the laneway is widened via land resumption. Thus, if constructed as a single lane, the laneway could operate either as a one way laneway for its entire length, or alternatively, two way flow for the majority of the laneway and single vehicle flow between Clontarf Street and Lane 1.

VOTING REQUIREMENTS

Simple Majority.

MOVED Mayor Pickard, SECONDED Cr Amphlett that Council:

- 1 NOTES the potential benefits, estimated costs and technical constraints required to construct Lane 5, Sorrento between the existing built Lane 1 and Clontarf Street as detailed in this Report;**
- 2 DOES NOT SUPPORT listing for consideration a project to open Lane 5, Sorrento in the current *Five Year Capital Works Program*, due to the high cost and limited benefit of the project;**
- 3 SUPPORTS the retention of the Lane 5 at 100, 102 and 104B West Coast Drive, Sorrento in public ownership to allow for future changes to the Laneway;**
- 4 places a note on the property file noting the need for a truncation at the intersection of lane 1 and lane 5 to allow turning movements for waste and service vehicles to be requested if and when lot 402 Clontarf Street is subdivided.**

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

Appendix 3 refers

To access this attachment on electronic document, click here: [Attach3agnCWC071014.pdf](#)

BACKGROUND

At the Ratepayers Group Budget Breakfast held on 26 March 2012, the HRHOA presented a proposal to the City for the construction of a stairway to link the turfed area at Whitfords Nodes Park Hillarys with the summit of the dune lookout. This lookout is located at the north-east corner of the park. The proposal was described as ‘the Jacobs Ladder of the North’.

The City subsequently commissioned environmental consultants to undertake an ecological assessment of the proposal. The assessment considered the long term environmental impacts on the site if the project went ahead. It also considered the environmental clearances at both a state and federal government level that are required prior to the commencement of construction.

At the Capital Works Committee meeting held on 3 June 2014, the Committee considered a report on the proposal. At that meeting the officer’s recommendation was as follows:

“That the Capital Works Committee DOES NOT SUPPORT the proposal to construct a stairway to the northern lookout at Whitfords Nodes Park”.

The officer’s recommendation was based on foreseeable negative impacts to the environment if the stairway was constructed. The report had an attachment containing an ecological assessment of the proposed stairway project. The assessment was undertaken by a consultant that had experience in this field and had historically undertaken similar work for the City.

The committee subsequently requested that the Chief Executive Officer provide an additional report containing information on costs and possible external funding sources for the stairway project.

The Capital Works Committee carried the following Procedural Motion:

“That the item be REFERRED BACK to the Chief Executive Officer to allow a further report to be prepared on the assessment of costings and potential external funding sources for the construction of a stairway to the southern side of the current lookout location.”

DETAILS

Whitfords Nodes Park is a heavily utilised park, located directly north of Hillarys Marina. The park has a toilet block, play equipment and access via short pathways to Whitfords Beach.

Whitfords Nodes Park was constructed within dunal swales; coastal dunes are located west of the grassed parkland area, with a highly vegetated dune system located to the east. The large dune system on the eastern edge of the park contains a network of limestone pathways, linking the parkland with two high lookouts. The pathways were upgraded three years ago and are in sound condition. The proposal is to link the turf area with the northern lookout via a stairway that traverses the southern side of the high northern dune where the lookout is located.

The City has built similar stairs on a large dune formation in Craigie bushland in 2010. The Craigie stairs were constructed of dressed, treated pine. The cost of these stairs was \$219,600 excluding associated design and engineering costs. Construction materials to be considered at Whitfords Nodes would include galvanised steel and plastic. It is envisaged that, if the proposal to construct the stairway at Whitfords Nodes proceeds, the stairs would be constructed from a wood-plastic composite material forming the decking. The framework

and piers would be constructed from galvanised steel. Both these materials are designed to accommodate the harsh environmental conditions found in this coastal location.

Officers have sought possible avenues of external grant funding for the stairway proposal. Investigations have revealed that, currently the only funding available for a project of this type is from the Lotterywest Trails Grants Program. A maximum of \$100,000 may be available through this grant stream.

Issues and options considered

Option 1 - seek to obtain necessary approvals, grant funding and construct stairway

- The construction of the stairway would produce an amenity for park users wanting to undertake a vigorous exercise regime, running or walking up and down the stairs.
- The stairs would also shorten the distance and the time taken to access the lookout and the expansive views from the summit.
- Apply for grant funding to fund part of the construction costs to build the stairway.
- The project will require approvals for land clearing within the *Environmental Protection Act 1986*. Given Whitfords Nodes is within a Bush Forever site, there is a general presumption against clearing.

Option 2 - do not construct the stairway

- There is currently a fit-for-purpose pathway in place to access the two lookouts within Whitfords Nodes Park.
- To undertake the project will require obtaining external funds, environmental approvals, engineering designs and site surveys. The ongoing maintenance costs of a stairway in an exposed coastal location can also be significant.

Legislation / Strategic Community Plan / policy implications

Legislation

*Metropolitan Region Scheme.
Amendment 1082/33 Bush Forever & Related Lands.
Environmental Protection Act 1986.*

Strategic Community Plan

Key theme

The Natural Environment.

Objective

Environmental resilience.

Strategic initiative

- Understand the local environmental context.
- Identify and respond to environmental risks and vulnerabilities.
- Demonstrate current best practice in environmental management for local water, waste, biodiversity and energy resources.

Policy

Sustainability Policy.

Risk management considerations

If the stairway is constructed, there are a number of ongoing risks to the structure. These include the following:

- Future damage to the structure from bush fire, as the structure would be built in thick bushland.
- The bushland clearing to construct the structure will leave the area vulnerable to prevailing winds that may erode the sand dunes unless extensive planting and rehabilitation is undertaken post construction.
- Vegetation removal can result in weed species occupying the voids created by the removal of native species.
- Maintenance costs on coastal structures tend to be considerable because of the exposed location, salt-laden winds, erosion and acts of vandalism.
- The stairway is not utilised because the existing pathways provide an alternative access route.

Financial / budget implications

The City has received a cost estimate to construct the stairway at a cost of \$392,500. No funds have been allocated in the *Five Year Capital Works Program* to fund the project.

Currently the only funding that is available for a project of this type is from the Lotterywest Trails Grants Program. Funding for the Large Grant round opens in February-March. The Large Grant round will fund projects costing between \$25,001 and \$100,000.

The grant categories include:

- trail planning
- trail construction
- upgrades to existing trails
- promotion and marketing.

The City would be required to contribute matching funds, that is a 'dollar-for-dollar' contribution. This matching component may be:

- financial (a direct dollar-for-dollar contribution)
- in-kind (no more than 25 % of the total project cost); for example:
 - loan of machinery
 - provision of appropriate material
 - skilled labour (industry rate)
 - non-skilled or voluntary labour (calculated at \$20 per hour).

Further advice would be required before determining whether the project fully meets the Lotterywest Trail Grant funding criteria, prior to the preparation of an application.

It is considered that the Lotterywest Trail Grant program would be the only available avenue to obtain funding. This would be to a maximum of \$100,000.

Current financial year impact

Not applicable.

Future financial year impact

Annual operating cost	Maintenance costs would be approximately \$3,000 per annum. This is assuming that the stairs are not damaged by acts of vandalism, fire or storm events.
Estimated annual income	Not applicable.
Capital replacement	The asset would require replacement after a period of approximately 20 years.
20 Year Strategic Financial Plan impact	The maintenance costs over a twenty-year period are estimated at \$60,000. The whole-of-life cost for the stairway is estimated at \$452,500.
Impact year	If the stairs were constructed in the 2015-16 financial year it is envisaged they would require replacement in 2035-36.

Regional significance

Not applicable.

Sustainability implicationsEnvironmental

If the City was given the relevant approvals to construct the stairway, it would entail the removal of native coastal vegetation. These actions could result in the following environmental impacts:

- Clearing vegetation for construction has the potential to produce serious dune blowouts, due to loose sand being exposed to prevailing winds.
- The clearing of vegetation and increased public pressure on the dune will provide for a greater opportunity for weeds to invade through seed distribution and reduction in the competitive pressures of native species.
- Additional fencing would be required to keep pedestrians on the pathway; this will result in more vegetation disturbance.
- The piles required to stabilise the dune could allow rain and erosive forces to undermine the dune structure.

Social

The ability for park users to access the dune system in the day will bring additional amenity value to the park. This could have implications after dark with the easier access making it a focal point for potential anti-social behaviours.

Economic

The construction of the stairway will have implications in terms of initial capital costs, plus annual maintenance replacement costs. These implications can become unsustainable if the area is subject to frequent acts of vandalism or arson.

Consultation

The proposal for the stairway was requested by the HRHOA. Following the initial proposal, internal discussions and review were held by JCCCF in relation to this proposal and it passed a resolution in its support. A representative from the City was present during these proceedings. No formal consultation process has been entered into by the City.

COMMENT

The proposal to construct the stairway is not recommended for the following reasons:

- The current access to the northern lookout is fit-for-purpose; duplication is not required.
- Environmental approvals may prove very costly to pursue, and necessary approvals are not assured.
- The destination for the stairway (the lookout) is so small, that sufficient amenity value will not be gained from the expenditure required to build the structure.
- There are potential adverse environmental impacts, both during construction and throughout the life of the stairway.
- External grant funding will only cover partial construction costs (if the City was successful with a grant application).

VOTING REQUIREMENTS

Simple Majority.

MOVED Cr Ritchie, SECONDED Cr Amphlett that Council:

- 1 NOTES the cost estimates and grant funding opportunities for the construction of a stairway at Whitfords Nodes, as detailed in this Report;**
- 2 DOES NOT SUPPORT the proposal to construct a stairway to the northern lookout at Whitfords Nodes Park.**

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

Appendix 4 refers

To access this attachment on electronic document, click here: [Attach4agnCWC071014.pdf](#)

ITEM 5 UTILISATION OF SUMPS AS CAR PARKS

WARD	All
RESPONSIBLE DIRECTOR	Mr Nico Claassen Infrastructure Services
FILE NUMBER	42666
ATTACHMENT	Attachment 1 Currambine Station Car Parking South Attachment 2 Currambine Station Car Parking North Attachment 3 Construction Methods
AUTHORITY / DISCRETION	Executive - The substantial direction setting and oversight role of Council, such as adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

PURPOSE

For the Capital Works Committee to consider the potential use of drainage sumps for the provision of car parking facilities.

EXECUTIVE SUMMARY

This report provides background information on the potential to convert existing drainage sumps into car parking facilities. Due to the large number of sumps across the City of Joondalup and the variability of site constraints that affect project costs, implementation and overall viability, this report outlines the general issues and considerations that need to be assessed.

Funding for relevant projects could be considered within the context of the *Capital Works Program* or by alternative funding options where suitable sites are considered to demonstrate potential for conversion.

A 20 bay car park project constructed over an existing sump typically costs in the order of \$200,000 to \$250,000 or between \$10,000 and \$12,500 per bay including modest lighting and landscaping, however, is highly dependent on a variety of technical factors relating to the sump conversion. Project viability is also strongly linked to the land value and possible alternatives that may or may not be available in the area. For comparison, a 20 bay car park constructed on a standard lot costs in the order of \$150,000 or \$7,500 per bay including modest lighting and landscaping.

A number of sites have been identified as possible candidates for conversion to a car park. Of these, only a small number are considered to have strong parking demand along with minimal negative impact on neighbouring properties. Further investigation, public consultation and detailed design is required for any projects that are considered to have merit. The recommended lead time for design and collection of rainfall performance data is two years.

It is therefore recommended that the Capital Works Committee NOTES:

- 1 the potential to convert existing drainage sumps into car parking facilities;*
- 2 the conversion of sumps to car parking facilities has a large number of variables and requires detailed assessment on a case by case basis to determine project viability;*
- 3 the sump located at the north-west end of Mirror Park has strong potential to be converted to a parking area in conjunction with the future duplication of Ocean Reef Road.*

BACKGROUND

A review of all sumps throughout the City of Joondalup is currently being prepared for consideration of potential for sump improvement and beautification across the district. At the Capital Works Committee meeting held on 4 February 2014, a report was requested, together with costings on the possibility of covering sumps for use as car parking areas.

This report investigates the potential conversion of drainage sumps to parking facilities.

DETAILS

While each and every sump in the City of Joondalup has various characteristics and potential (from none to high potential) to be converted to an underground sump with car parking, this report explores the engineering and planning issues that are required to achieve such an outcome.

A recent example of a drainage sump to car parking upgrade undertaken at Currambine Train Station car park - south by the Public Transport Authority (PTA) is shown in Attachment 1. The upgrade included the conversion of an existing drainage basin to an underground storage system and the creation of an additional 29 car bays. Notably, the site was already used for parking, demand for parking is high and the amenity of the site and surrounds was virtually unchanged at the completion of the project.

A similar expansion to the Currambine Train Station car park - north (Attachment 2 refers) was undertaken in 2012 converting an existing sump to 95 car bays. A small upgrade in January 2012 resulted in the addition of 26 car bays.

All of the upgrades are estimated to cost around \$11,000 per bay including conversion of sump to an underground structure.

Construction methods have developed over the last decade and now commonly include arch shaped cells (Attachment 3 refers) or rigid concrete cells. Construction costs are principally determined by the characteristics of the site, catchment area and soil types which determine the volume of storage required. During flood conditions, underground tanks may fill and pooling of water within the car park would create a degree of inconvenience to car park patrons.

Ultimately, to convert a sump to a car park, there are two main costs. Firstly, the conversion of the sump including the removal of existing infrastructure, fences and the like, and the installation of storage cells and associated connection to the drainage system plus backfilling. Consideration of the failure mode and associated risk is required to determine likely impact during extreme storm events. It is preferable to allow one to two years of monitoring to ascertain key drainage performance prior to completing the detailed design. This ensures that the site can be appropriately engineered and risk controlled to reduce any potential for adverse flooding.

Some recent examples to convert a sump to underground storage (including installation of storage cells, backfilling and minor drainage works) are:

- SWD2057 Whitfords West Sump \$113,000 (Attachment 3 refers)
- SWD2058 Waterford Park \$50,000
- SWD2060 Lakeway Drive Sump \$71,000.

The second main cost is the construction of parking bays, typically around \$4,000 - \$6,000 per bay depending on the parking and access layout and efficiency. If lighting is required, then additional costs can be significant and highly variable depending on nearby lighting, access to power and the lighting layout required. Other significant costs can include footpath connections, landscaping and traffic management.

Thus, a modest sized project providing 20 bays could cost in the order of:

- drainage works \$50,000 - \$100,000
- construction of 20 car bays $20 \times \$5,000 = \$100,000$
- lighting, landscaping and miscellaneous works = \$50,000

equating to a total cost of about \$200,000 to \$250,000 or \$10,000 to \$12,250 per bay including modest lighting and landscaping.

A 20 bay car park without sump drainage conversion works would cost in the order of:

- construction of 20 car bays $20 \times \$5,000 = \$100,000$
- lighting, landscaping and miscellaneous works = \$50,000

equating to a total cost circa \$150,000 or \$7,500 per bay including lighting and landscaping.

Issues and options considered

While it is technically possible to cover over a sump while retaining the drainage function of the site, there are a number of design considerations that should be considered for any particular site.

Issues of note include:

- site amenity, aesthetics and proximity or impact on neighbouring property
- performance of existing drainage sump
- potential flooding and risk management
- long term maintenance of the site
- costs of development
- land value
- zoning of the site and possible re-zoning
- community consultation

- overall parking demand
- vehicular access and any traffic constraints
- consideration of alternative solutions.

The City has 301 sumps across 22 suburbs. Each sump has different characteristics and performs differently with respect to factors including catchment size, soil type, groundwater levels, vegetation, soil contamination (including oils and siltation), sump size and shape as well as site location, adjoining properties and overall amenity.

A desktop review was undertaken to identify any sumps that may have a good prospect to convert to a parking area while also being located in area with a high parking demand.

The review looked at several key zones where there is likely to be a high parking demand including the following:

- The freeway transport corridor.
- Marmion Avenue corridor.
- Ocean / coastal corridor.
- The Joondalup CBD.

52 sumps were reviewed within these zones. 39 sumps were considered to have virtually no prospect or benefit from being converted to a parking area. 11 sumps were considered to have some potential for conversion, but also have some significant technical constraints. Two sumps were considered to have good potential to be converted to a parking area and effectively satisfy a local parking demand.

One of these sites, at the intersection of Ocean Reef Road and Oceanside Promenade is already under consideration for the provision of parking to the Mirror Park skate park when Ocean Reef Road is duplicated. The existing sump/swale to the west of Mirror Park has little water entering the sump and vehicle access can be provided via the existing roundabout. This site has excellent technical prospects to be converted to a parking area and satisfies the demand for local parking. Retaining and maximising a buffer to the local residents will be a priority for the design to limit any negative amenity.

The second site considered to have merit for conversion from a sump to a car park is located in Rig Court, Ocean Reef. The site is located adjacent to an active reserve, Ocean Reef Park. Currently, vehicles park on the verge and there is no constructed parking area for visitors to the park. Parking bays could be constructed on the verge in Marina Boulevard, Clinker Road or Rig Court. Alternatively, the sump could be converted to a car park but would incur additional costs over and above the construction of standard verge parking. A complicating factor is the sump partly captures stormwater from Marmion Avenue and Ocean Reef Road which will contain higher levels of nutrients, oils and grease, thus requiring careful design to divert and filter heavy dissolved particles prior to entering the underground sump.

The sites that are considered to have potential for conversion to a car park require further investigation to develop a concept design, preliminary budget and ultimately an assessment of the project viability. Where a project is then selected for capital upgrade, a two year lead time is recommended to fully investigate the site, collect rainfall data and prepare final detailed design. Public consultation may also be required, particularly where the car park may impact on adjoining property.

There may be some potential sites that fall outside the review area, typically adjoining parkland, shopping centres or school sites where there is a demand for parking that could be partially met by the conversion of an existing drainage sump to a car park.

Legislation / Strategic Community Plan / policy implications

Legislation Not applicable.

Strategic Community Plan

Key theme Quality Urban Environment.

Objective Integrated spaces.

Strategic initiative Provide for diverse transport options that promote enhanced connectivity.

Policy Not applicable.

Risk management considerations

Conversion of an open sump to provide underground storage creates a more complex maintenance or cleaning operation which is carried out periodically by a specialised contract cleaner. Maintenance of underground drainage is minimised when design and construction allows for periodical cleaning of the underground drainage system. Typically, a “catch all” row or cell is included that provides initial catchment of the stormwater runoff, which is then distributed to other rows or cells. In this way, a single row or cell can be more readily cleaned out, rather than having to access and clean the entire structure. The design should consider whole of life management of the site to ensure the structure can operate efficiently throughout its life. Periodic inspection and maintenance is required to maintain the performance of the system and minimise contamination of the surrounding soil.

Severe contamination via a significant oil, fuel or chemical spill may in extreme circumstances damage the underground system and require replacement and decontamination of the site. While the same event would affect an open sump, the costs to rectify the issue would be much higher with an underground system. The likelihood of such an event is however very low.

Structural collapse should be considered during the design process. The types of structure and materials usually considered for this type of car park installation ensure that even if a failure occurred, it would be a low level subsidence issue, unlikely to cause major injury. This is achieved by the use of multiple cells, culverts or similar structures, so that failure of one element would result in a minor subsidence rather than a catastrophic or complete failure.

Severe storm events are likely to completely fill the underground storage, with surcharge accumulating within the car park. Detailed design of the site would consider the implications of severe storm conditions. Typical outcomes are either the pooling of water within the car park causing inconvenience to patrons, or excess runoff to the road or neighbouring property. Good design practice is to contain surcharge waters within landscaped areas, isolated and smaller sections of the car park, or runoff to parkland or similar areas where inconvenience to the public or private property is minimised.

Financial / budget implications

Conversion of a sump to a car park could be considered as part of the City's *Capital Works Program* potentially within the Drainage Program and / or Parking Facilities Program. As such, it would be evaluated on its engineering design and planning principles within the context of the *Capital Works Program*. Should a suitable site be identified for potential development, then a detailed technical assessment would need to be prepared and submitted through the City's annual Budget process for consideration. There is currently no budget in the *Five Year Capital Works Program*.

Current financial year impact

Not applicable.

Future financial year impact

Annual operating cost Annual costs for maintenance of an underground facility are slightly higher than an open sump. While an open sump requires maintenance of the fencing and control of weeds, an underground sump is not fenced, but requires periodic inspection and cleaning out. At the end of life, the structure would require replacement.

Estimated annual income Not applicable.

Capital replacement 50 years.

20 Year Strategic Financial Plan impact There is currently no allocation in the *20 Year Strategic Financial Plan*.

Impact year Not applicable.

Regional significance

The provision of car parking in locations of high parking demand can provide improved amenity for management of traffic and access across the City of Joondalup. Conversion of sumps to car parks at the appropriate location can improve local amenity, however, may only have a minor influence from a regional perspective.

Sustainability implications

Social amenity can be improved by the addition of well placed parking facilities that allow improved streetscape and function while reducing or better managing parking on verges or uncontrolled parking of vehicles. Having sufficient parking bays can improve the overall performance of community facilities, business or local attractions. Key areas that are likely to benefit most from additional parking include major arterial transport routes (freeway / rail line), shopping precincts, CBD, coastal, recreational areas and parks that have high usage.

Economic improvements can be achieved with the addition of parking facilities that improve the operation of business or improve the viability of an area. In some cases, the conversion of a sump to a parking area may be the most cost effective way to provide parking, given that the land is already under the control of the City. Alternative solutions to provide parking may be more expensive than converting an existing sump. Where appropriate, it may be feasible to install paid parking which would offset the additional maintenance required.

Maintenance costs for an average car parking facility of 20 bays:

Item Description	Annual Maintenance
Sweeping (six times per year)	\$600
Asphalt re-surface (once every 15 - 20years, \$15/m ²)	\$300
Maintain signage	\$100
Linemarking (replace every five years, \$2,000)	\$400
Typical Car Park Annual Maintenance Costs	\$1,400
Additional underground drainage inspection costs	\$100
Additional cleaning costs for underground tanks (once every three years)	\$500
Additional costs for maintenance of underground storage tanks	\$600

The cost to maintain a typical car parking facility (20 bays) is \$1,400 per year. Where an underground sump is constructed under a car park, the periodical inspection and cleaning costs add approximately \$600 per year or around 40% to the annual maintenance cost. This excludes the eventual capital replacement cost at the end of life, at which point a revised design or land use might be considered.

Consultation

Conversion of sumps to car parks may be feasible from a technical perspective, but would require local community consultation on a case by case basis to assess support for a particular proposal.

In some situations where parking is at a premium, the benefit of additional parking may be seen as an improvement to local amenity. Alternatively, a project could be viewed as an unwanted vehicle attractor and fail to gain community support.

Community consultation would be recommended for most sump to car park projects, except where the site is isolated and has little or no impact on the visual amenity of the area.

COMMENT

The conversion of sumps to car parks is feasible for some sites, but requires detailed investigation on a case by case basis to assess the various factors that influence a projects' overall viability and possible alternative options.

Key issues to consider are the engineering design, planning environment, traffic access, site location and shape and overall community support for the project. Land value and space are important factors to consider within the context of the area in question.

Review of projects need to be undertaken on a case by case basis to establish the best solution for a particular site. Where the technical and financial considerations are favourable, a project could be funded via the *Capital Works Program* or alternative funding options considered.

VOTING REQUIREMENTS

Simple Majority.

Cr Chester left the meeting at 6.31pm.

OFFICER'S RECOMMENDATION

That the Capital Works Committee NOTES:

- 1 the potential to convert existing drainage sumps into car parking facilities;
- 2 the conversion of sumps to car parking facilities has a large number of variables and requires detailed assessment on a case by case basis to determine project viability;
- 3 the sump located at the north-west end of Mirror Park has strong potential to be converted to a parking area in conjunction with the future duplication of Ocean Reef Road.

MOVED Mayor Pickard, SECONDED Cr Amphlett that the Capital Works Committee NOTES:

- 1 the potential to convert existing drainage sumps into car parking facilities;**
- 2 the conversion of sumps to car parking facilities has a large number of variables and requires detailed assessment on a case by case basis to determine project viability;**
- 3 the sump located at the north-west end of Mirror Park be considered for conversion to a parking area in conjunction with the future duplication of Ocean Reef Road.**

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

Appendix 5 refers

To access this attachment on electronic document, click here: [Attach5agnCWC071014.pdf](#)

ITEM 6 2015-16 AND 2016-17 COMMUNITY FACILITY REFURBISHMENT PROJECTS

WARD	South-West; South-East	
RESPONSIBLE DIRECTOR	Mr Mike Tidy Corporate Services	
FILE NUMBER	07174	
ATTACHMENT	Attachment 1	Aerial map of Kingsley Park Memorial Clubrooms
	Attachment 2	Kingsley Park Memorial Clubrooms floor plan (existing)
	Attachment 3	Aerial map of Flinders Park Community Centre
	Attachment 4	Flinders Park Community Centre floor plan (existing)
	Attachment 5	City's endorsed Master Planning Process
	Attachment 6	Kingsley Park Memorial Clubrooms concept plan
	Attachment 7	Kingsley Park Memorial Clubrooms cost estimate
	Attachment 8	Flinders Park Community Centre concept plan
	Attachment 9	Flinders Park Community Centre cost estimate
AUTHORITY / DISCRETION	Executive - The substantial direction setting and oversight role of Council, such as adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.	

PURPOSE

For Council to consider the concept plans, estimated capital costs and recommendations for the 2015-16 and 2016-17 community facility refurbishment projects.

EXECUTIVE SUMMARY

Each year the City plans to undertake one or two refurbishments of community and sporting facilities.

As part of the City's *Five Year Capital Works Program* the Kingsley Park Memorial Clubrooms is listed for refurbishment in 2015-16 and the Flinders Park Community Centre in 2016-17.

The Kingsley Park Memorial Clubrooms located in Kingsley, was constructed in various stages over the years, however the majority of the facility was constructed in 2004 as a memorial to the players of the Kingsley Amateur Football Club lost in the 2002 Bali bombings. The facility consists of two halls, two activity rooms, four kitchens/kitchenettes, toilets, changerooms, four furniture stores, memorial area and user group storage. Eleven groups/clubs utilise the facility annually for functions and regular meetings. The facility design and layout meets the needs of the user groups well, however activity room two has not been updated since construction and does not have direct access to toilet facilities. The lesser hall kitchen also needs updating. Other issues at the facility include a lack of adequate storage, the size and orientation of the existing changerooms and lack of an umpire changeroom. Currently, there is \$650,000 listed in 2015-16 of the City's *Five Year Capital Works Program* for this project.

Flinders Park Community Centre located in Hillarys, was constructed in 1996 and the hireable spaces include a main hall, kitchen, toilets, changerooms, furniture store and user group storage. Eight groups/clubs utilise the facility annually for functions and regular meetings. The facility design and layout meets the needs of the user groups well, however the current kitchen, heating/cooling system and flooring need to be replaced. Other issues at the facility include a lack of adequate storage, the existing toilets not meeting current universal access requirements and the park users not having access to a 'park toilet'. Currently, there is \$450,000 listed in 2016-17 of the City's *Five Year Capital Works Program* for this project.

As part of the needs analysis stage of the project, stakeholder consultation was undertaken with existing user groups who hire each facility on a regular basis. Considering the feedback from user groups and priorities identified by the City, a scope of works was developed in order to undertake concept plans and a cost estimate for each project. Each project's cost estimate has been itemised and the feasibility of each item determined.

The estimated capital cost for the Kingsley Park Memorial Clubroom refurbishment project is \$841,000 (includes the \$44,000 that is estimated for the temporary toilets and changerooms that would be required during the construction) which is \$191,000 over the existing budget allocation. It is recommended that the existing \$650,000 budget within the City's *2015-16 Capital Works Program* for the project is not increased. It is recommended that, based on the determined project priorities, the storeroom extension be removed from the proposed refurbishment project following the tender process if required to provide cost savings.

The estimated capital cost for the Flinders Park Community Centre refurbishment project is \$530,000, which is \$80,000 over the existing budget allocation. It is recommended that the existing \$450,000 budget within the City's *2016-17 Capital Works Program* for the project is not increased. Based on the determined project priorities, recommendations have been made on the items that can be removed from the proposed refurbishment project following the tender process if required to provide cost savings.

It is therefore recommended that Council:

- 1 *NOTES that \$650,000 is currently listed within the City's Five Year Capital Works Program in 2015-16 for Kingsley Park Memorial Clubrooms;*
- 2 *NOTES that \$450,000 is currently listed within the City's Five Year Capital Works Program in 2016-17 for Flinders Park Community Centre;*
- 3 *APPROVES the proposed refurbishment works at the Kingsley Park Memorial Clubrooms as detailed in this Report at a project cost estimate of \$841,000 (includes temporary toilets/changerooms during construction), with the storeroom extension*

works (estimated at \$167,000) to be removed if cost savings are required once tender quotes are received;

- 4 APPROVES the proposed refurbishment works at the Flinders Park Community Centre as detailed in this Report at a project cost estimate of \$530,000, with the following works to be removed in the priority order if cost savings are required once tender quotes are received:

- 4.1 Changeroom refurbishment (estimated at \$27,000);
- 4.2 Security screens to doors and windows (estimated at \$25,000);
- 4.3 Universal access 'park' toilet (estimated at \$34,000).

BACKGROUND

Since 2007, the City has undertaken one or two community facility refurbishment projects each year. Refurbishment projects intend to improve the functionality and aesthetics of the facility and are not designed to undertake general maintenance. The scope of each project is generally confined to the following aspects:

- Painting.
- Replacing fixtures and fittings.
- Upgrading external environments – for example building pathways, landscaping around the building, signage.
- Kitchen facilities.
- Floor coverings.
- Toilets and changerooms (including refurbishment or new extensions).
- Storage facilities (extensions to the facility).
- Heating/cooling systems.
- Window treatments.

Construction of new buildings, major facility extension works and/or re-design works are considered a redevelopment project. These projects are outside the scope of a refurbishment project and are normally addressed as a separate redevelopment project within the *Five Year Capital Works Program*.

As part of the City's *Five Year Capital Works Program* the Kingsley Park Memorial Clubrooms is listed for refurbishment in 2015-16 and the Flinders Park Community Centre in 2016-17.

Kingsley Park Memorial Clubrooms

The Kingsley Park Memorial Clubrooms are located on 68 Kingsley Drive, Kingsley (Attachment 1 refers). The facility has been constructed in various stages over the years, however the majority of the facility was constructed in 2004 as a memorial to the players of the Kingsley Amateur Football Club lost in the 2002 Bali bombings.

The facility consists of two halls, two activity rooms, four kitchens/kitchenettes, toilets, changerooms, four furniture stores, memorial area and user group storage (Attachment 2 refers). In 2008-09 the facility was extended with an activity room, kitchenette, furniture store and user group storage. This facility is highly utilised as it has multiple spaces for hire at any given time.

Seven community groups (approximately 368 participants) utilise the facility annually for functions and regular meetings.

The facility is also used by the following sporting clubs that hire the oval on a seasonal basis:

- Kingsley Amateur Football Club (210 members).
- Kingsley Junior Football Club (716 members).
- Kingsley-Woodvale Cricket Club (150 members).
- Kingsley-Woodvale Junior Cricket Club (270 members).

The facility design and layout meets the needs of the user groups well, however activity room two (used predominately by a playgroup) has not been updated since construction and does not have direct access to toilet facilities. The lesser hall kitchen also needs updating. Other issues at the facility include a lack of adequate storage, the size and orientation of the existing changerooms and lack of an umpire changeroom. Currently, there is \$650,000 listed in 2015-16 of the City's *Five Year Capital Works Program* for this project.

Flinders Park Community Centre

Flinders Park Community Centre is located on 137 Broadbeach Boulevard, Hillarys (Attachment 3 refers). The centre was constructed in 1996 and hireable spaces include a main hall, kitchen, toilets, changerooms, furniture store and user group storage (Attachment 4 refers). In addition, the building has another separate area which is leased to the Hillarys Community Kindergarten. This area includes a hall, kitchen, office, toilets and storage. As the City only manages part of the facility, refurbishment works are planned to be undertaken only on the hireable areas of the facility.

Five community groups (approximately 130 participants) utilise the facility annually for functions and regular meetings.

The facility is also used by the following sporting clubs that hire the oval on a seasonal basis:

- Shamrock Rovers (80 members).
- Joondalup District Cricket Club (170 members – 120 of which are juniors).
- Ocean Ridge Senior Cricket Club (70 members).

The facility design and layout meets the needs of the users groups well, however the current kitchen, heating/cooling system and flooring need to be replaced. Other issues at the facility include a lack of adequate storage, the existing toilets not meeting current universal access requirements and the park users not having access to a 'park toilet'. Currently, there is \$450,000 listed in 2016-17 of the City's *Five Year Capital Works Program* for this project.

DETAILS

Stakeholder consultation

Planning for the projects commenced in line with the City's endorsed *Master Planning Process* (Attachment 5 refers). As part of the needs analysis stage of the project, stakeholder consultation was undertaken with existing user groups who hire each facility on a regular basis. A consultation package was sent to each regular user group which included a cover letter, frequently asked questions sheet and comment form. Stakeholder consultation was undertaken from Monday 3 February 2014 to Friday 28 February 2014.

The following is a summary of the stakeholder consultation.

Kingsley Park Memorial Clubrooms

The regular user groups of the Kingsley Park Memorial Clubrooms were asked to indicate their feedback on the inclusions of the following items as part of the refurbishment project:

- Activity Room two– upgrade of kitchen including new sink, taps, benches, cupboards, equipment, flooring and re-paint.
- Activity Room two – replace flooring in meeting area.
- Changerooms – extension and refurbishment.
- Construction of a new umpire changeroom.

There was no opposition from the user groups for these items to be included as part of the refurbishment project. In addition, user groups were able to make additional comments and some requested consideration of the following items which were included in the scope of works to progress to concept design:

- Upgraded cooling and/or ventilation in the kitchen in the main hall.
- Baby change area in activity room 2 or changerooms.
- Universal park toilet (on timer system).
- Additional sporting club storage.

Other requests such as the installation of dance bars and mirrors on the walls in the Lesser Hall and the installation of a public BBQ were not included as they were deemed as not a standard level of provision or outside the scope of a refurbishment project.

During May - July 2014 a number of meetings were held with the sporting clubs that use the facility to provide an overview of the concept plans and discuss the proposed changerooms and storeroom works. The project scope of works was discussed with the clubs and subsequent information has been provided in the Issues/options section of this Report.

Flinders Park Community Centre

The regular user groups of the Flinders Park Community Centre were asked to indicate their feedback on the inclusions of the following items as part of the refurbishment project:

- Kitchen refurbishment including new sink, taps, benches, cupboards and equipment.
- New flooring and skirting to main hall.

There was no opposition from the user groups for these items to be included as part of the refurbishment project. In addition, user groups were able to make additional comments. Various groups requested consideration of the following items and these were included in the scope of work to progress to concept design:

- Additional group storage.
- Additional furniture (tables and chairs) storage.
- Heating/cooling system.

Other requests such as additional parking close to the facility, dimmable lights and wooden sprung floor were not included as they were deemed either not feasible, not a standard level of provision or outside the scope of a refurbishment project.

Concept plans and capital cost estimates

A scope of works was developed for each facility based on addressing the challenges identified for the facility and stakeholder consultation with user groups. Facility concept plans were developed based on the scope of works for each facility and a cost estimate was obtained from an external Quantity Surveyor. The following is a summary of each facility's scope of works, concept plan and capital cost estimate.

Kingsley Park Memorial Clubrooms

The proposed facility concept plan (Attachment 6 refers) includes an update to the lesser hall kitchen, refurbishment of activity room two and new direct access toilet facilities. It also reconfigures the existing changerooms to provide more space and create an umpire changeroom (a separate umpire changeroom is required by the WA Amateur Football League (WAAFL) for senior football clubs playing in the league).

A storeroom extension has been proposed at the southern end of the facility to provide the sporting clubs with additional externally accessible storage areas. A number of other items were included as part of the scope for investigation as they were identified as part of the stakeholder consultation. The following is a summary of the items and cost estimate (Attachment 7 refers):

Item	Cost (\$)
Activity room two refurbishment and provision of bin wash down area	108,000
Activity room two universal access toilet	40,000
Changeroom reconfiguration and new umpire changeroom and universal access 'park' toilet ¹	353,000
Lesser hall refurbishment	49,000
New security screens to doors and windows	34,000
Activity room one and main hall repainting	4,000
Main Hall kitchen ventilation	14,000
Storeroom extension	167,000
PV (solar) panels	28,000
TOTAL	797,000

¹ temporary toilets and changerooms would be required during construction – this has been estimated at an additional \$44,000 which is not included in the above table.

The cost estimate summary table includes, preliminaries and small works margin (15%), professional fees in order to undertake detailed design (10%), design contingencies (5%), building contingencies (5%) and cost escalation to June 2015 (2.9%).

Flinders Park Community Centre

The proposed facility concept plan (Attachment 8 refers) has been developed to address the issues with the existing kitchen, heating/cooling system, flooring, storage, existing toilets not meeting current universal access requirements and the park users not having access to a 'park toilet'. A number of other items were included as part of the scope for investigation as they were identified during the stakeholder consultation. The following is a summary of the items and cost estimate (Attachment 9 refers):

Item	Cost (\$)
Refurbishment of existing kitchen and provision of bin wash down area	70,000
Storeroom extension	116,000
New flooring and skirting (main hall)	37,000
Heating/cooling system	34,000
Universal access 'park' toilet	34,000
Toilet reconfiguration and refurbishment to meet universal access requirements	160,000
New security screens to doors and windows	25,000
Changeroom refurbishment	27,000
Storeroom caging and new facility signage	11,000
Power upgrade (required for new heating/cooling system)	16,000
TOTAL	530,000

The cost estimate summary table includes preliminaries and small works margin (20%), professional fees in order to undertake detailed design (10%), design contingencies (5%), building contingencies (5%) and cost escalation to June 2016 (7.07%).

Issues and options considered

It is important to note that the budget amounts within the *Five Year Capital Works Program* for each facility were indicative and the figures were not based on any project scoping, concept plan or cost estimate.

Each project's cost estimate has been itemised and the feasibility of each item determined. As the cost estimates exceed the current amounts listed in the *Five Year Capital Works Program*, there is an option to remove certain items from each project to enable cost savings.

Kingsley Park Memorial Clubrooms

There is currently \$650,000 listed for consideration in 2015-16 of the City's *Five Year Capital Works Program* for this project. The total cost estimate to undertake all the works as part of the refurbishment project is \$797,000 which does not include the \$44,000 that is estimated for the temporary toilets and changerooms that would be required during the construction. There are therefore two options for the project – either list an additional \$191,000 for consideration as part of the 2015-16 budget or remove some of the recommended facility refurbishment items (if required once a tender price is received).

Updating the lesser hall kitchen; refurbishing and providing activity room two with direct access to toilet facilities; reconfiguring the existing changerooms to provide more space and creating an umpire changeroom; repainting of activity room one and the main hall; and addressing the main hall kitchen ventilation issues are considered items required to meet compliance standards or are important to the user group's functionality of the facility.

Therefore, based on the determined project priorities, the following item could be removed from the project scope if cost savings are required:

- Storeroom extension – \$167,000.
- TOTAL saving of \$167,000.

The storeroom extension at the southern end of the facility was proposed to provide the sporting clubs with additional externally accessible storage areas and is considered the lowest priority for the project.

Currently, the City's standard provision for sporting club storage is up to 25m² per club, based on the space available at the site and within the facility. Currently within the facility the following storage allocations are already provided:

- Kingsley Amateur Football Club - 24m²
- Kingsley Junior Football Club - 39m²
- Kingsley-Woodvale Cricket Club (seniors) - 13.5m²
- Kingsley-Woodvale Junior Cricket Club - 7.5m²

As part of the stakeholder consultation, both cricket clubs and the Amateur Football Club requested additional storage be provided as part of the refurbishment project. It is proposed to construct a 25m² new externally accessible storeroom for both cricket clubs to share. This would bring the total allocation of storage for the Junior Cricket Club to 20m² and 26m² for the Cricket Club (seniors). While not increasing the size, it is proposed to make the Junior Football Club's existing externally accessible storeroom (25m²) and goal store cage part of the facility extension to improve the aesthetics of the facility.

As part of the stakeholder consultation stage of the project, the Amateur Football Club requested a new externally accessible storeroom of 38m². While the City's standard provision for sporting club storage is up to 25m², there have been instances where larger storerooms have been proposed based on a demonstrated need. As part of the redevelopment project at Penistone Park a 36m² storeroom has been proposed for the Wanneroo Modcrosse/Lacrosse Club based on demonstrated need and the fact that this club is an amalgamation of three clubs (Wanneroo Modcrosse Club; Wanneroo Lacrosse Club and Wanneroo Women's Lacrosse Club).

The 38m² storeroom requested by the Kingsley Amateur Football Club is to address the storage issues faced by the club to support their five teams and to run the kitchen/bar area on game days. The club has indicated that the limited amount of existing storage has caused potential safety issues for the club's volunteers in reaching and accessing equipment, especially those stored at heights, and has limited the club's capacity to obtain additional infrastructure such as gym equipment and portable perspex interchange benches.

During the planning stage for the refurbishment project, the Kingsley Amateur Football Club submitted an application to the City for a 'Club Funded Upgrade' project for their requested storeroom where they proposed to construct and pay for the new 38m² storeroom to be constructed next to the Junior Football Club's existing external access storeroom. It is understood that the main purpose of the proposed storeroom is to store portable perspex interchange benches. It is noted that this is not a requirement of the WA Amateur Football League (WAAFL) for senior football clubs playing in the league. Currently the guidelines state that a sheltered bench area be provided in inclement or extremely hot weather. Currently the club provides this requirement similarly to most clubs within the City, with temporary tent areas.

The Kingsley Amateur Football Club have indicated that they are willing to make a financial contribution to the proposed storage extension based on their request for it to be larger than the City's standard storeroom provision of 25m².

It is important that any storeroom provision that exceeds the City's standard 25m² does not set a precedent for requests by other sporting clubs across other City's facilities.

Removing the storeroom extension from the project (based on the cost estimate) will reduce the total project cost to \$674,000 (which includes the estimated costs for the temporary toilets and changeroom). While this is \$24,000 over the project budget of \$650,000, it is anticipated that given the current building industry climate, the project may be achievable for the budget. It is also proposed to include the storeroom extension as part of the tender for

the project. If the tender price received is over the \$650,000 budget, the storeroom extension would be the refurbishment item removed from the project.

If the storeroom extension is removed from the project due to budget constraints, the Kingsley Amateur Football Club could be given approval to proceed with their application to the City to undertake a 'Club Funded Upgrade' project for their requested storeroom where they proposed to fund the new 38m² storeroom to be constructed next to the junior football club's existing externally accessible storeroom. It is suggested that this approval is not provided until after the tender process for the project, which will determine whether it can be included in the City's refurbishment project within the existing budget.

Flinders Park Community Centre

There is currently \$450,000 listed for consideration in 2016-17 of the City's *Five Year Capital Works Program* for this project. The total cost estimate to undertake all the works as part of the refurbishment project is \$530,000. There are therefore two options for the project – either list an additional \$80,000 for consideration as part of the 2016-17 budget or remove some of the recommended facility refurbishment items (if required once a tender price is received).

Upgrading the kitchen and the provision of a bin wash down area; installing a new heating/cooling system; replacing the hall flooring; storage extension; and reconfiguration of the existing toilets to meet current universal access requirements are considered items required to meet compliance standards or are important to the user group's functionality of the facility.

Therefore, based on the determined project priorities, the following items could be removed from the project scope if cost savings are required:

- Changeroom refurbishment – \$27,000.
- Security screens to doors and windows – \$25,000.
- Universal access 'park' toilet – \$34,000.
- TOTAL saving of \$86,000.

The above items were included in the project as desirable and are not required to meet compliance or safety standards. The security screens to the facility doors and windows were proposed to replace the existing screens with the new standard operable system that allows for better cleaning of the glass and removal of graffiti – given there are existing screens at the facility, this item is a lower priority for the project.

Currently Flinders Park does not have a 'park' toilet on the City's timer system available for the community and general park users. It was proposed to construct a universal access 'park' toilet as part of the project, however if cost savings are required, this is considered a lower priority for the project.

Removing these items from the project (based on the cost estimate) will reduce the total project cost to \$444,000, which is within the project budget of \$450,000. It is proposed however, to include all the recommended works as part of the tender for the project, given the current building industry climate. If the tender price received is over the \$450,000 budget, these would be the refurbishment items removed from the project.

Legislation / Strategic Community Plan / policy implications

Legislation Not applicable.

Strategic Community Plan

Key theme Community Wellbeing.

Objective Quality facilities.

Strategic initiative

- Support a long-term approach to significant facility upgrades and improvements.
- Understand the demographic context of local communities to support effective facility planning.
- Employ facility design principles that will provide for longevity, diversity, inclusiveness and where appropriate support the decentralising of City services.

Policy *Environmentally Sustainable Design for City Buildings Policy.*

Risk management considerations

All capital projects bring risks in relation to contingencies and over runs against original design. The capital cost estimate is based on high level concept plans and may differ once further detailed designs are undertaken for the project.

The Kingsley Amateur Football Club has identified it is willing to make a financial contribution to its component of the proposed storage extension based on its request for it to be larger than the City's standard storeroom provision of 25m². As part of the City's standard process for a club to make a financial contribution to a project, financial capacity needs to be demonstrated. Until this is undertaken there is a risk that a contribution from the Kingsley Amateur Football Club may not occur.

Financial / budget implications*Kingsley Park Memorial Clubrooms*

The following is listed within the City's 2015-16 *Capital Works Program*:

Account no.	BCW2524
Budget Item	Kingsley Park Memorial Clubrooms Refurbishment.
Budget amount	\$ 650,000
Amount spent to date	\$ Nil
Balance	\$ 650,000

The estimated capital cost as provided by the external Quantity Surveyor for this project is \$797,000 (plus an additional amount of an estimated \$44,000 for temporary toilets and changerooms required during construction).

There are therefore two options for the project – either list an additional \$191,000 for consideration as part of the 2015-16 budget or remove some of the recommended facility refurbishment items as discussed in the issues and options section of this report (if required once a tender price is received).

Based on the determined project priorities, the following item could be removed from the project scope if cost savings are required:

- Storeroom extension – \$167,000
- TOTAL saving of \$167,000.

Future financial year impact

Annual operating cost The operating cost for the Kingsley Park Memorial Clubrooms is estimated at \$124,147 for 2014-15.

It is estimated that with the proposed refurbishment works the annual operating costs would increase by \$16,559 to \$140,706. This increase includes additional maintenance, cleaning, utilities and air-conditioning and PV panel services as a result of the refurbishment.

Estimated annual income The income for the Kingsley Park Memorial Clubrooms is estimated at \$23,894 for 2014-15.

It is expected that the proposed refurbishment works would not have an impact on the annual income for the facility.

20 Year Strategic Financial Plan impact The estimated net cash impact over the current adopted 20 Year Strategic Financial Plan is estimated to be \$331,180. This is based on the estimated increase to the annual operating costs for a 20 year period (does not include escalation/inflation costs).

Flinders Park Community Centre

The following is listed within the City's 2016-17 Capital Works Program:

Account no.	BCW2094
Budget Item	Flinders Park Community Centre Refurbishment.
Budget amount	\$ 450,000
Amount spent to date	\$ Nil
Balance	\$ 450,000

The estimated capital cost as provided by the external Quantity Surveyor for this project is \$530,000.

There are therefore two options for the project – either list an additional \$80,000 for consideration as part of the 2016-17 budget or remove some of the recommended facility refurbishment items as discussed in the issues and options section of this report (if required once a tender price is received).

Based on the determined project priorities, the following items could be removed from the project scope if cost savings are required:

- Changeroom refurbishment – \$27,000.
- Security screens to doors and windows – \$25,000.
- Universal access 'park' toilet – \$34,000.
- TOTAL saving of \$86,000.

Future financial year impact

Annual operating cost The operating cost for the Flinders Park Community Centre is estimated at \$58,837 for 2014-15 (based on the costs for the whole facility – both the hireable area and the leased area).

It is estimated that with the proposed refurbishment works the annual operating costs would increase by \$1,985 to \$60,822. This increase includes additional maintenance, cleaning, utilities and air-conditioning service as a result of the refurbishment.

Estimated annual income The income for the Flinders Park Community Centre is estimated at \$24,360 for 2014-15 (hireable areas).

It is expected that the proposed refurbishment works would not have an impact on the annual income for the facility.

20 Year Strategic Financial Plan impact The estimated net cash impact over the current adopted 20 Year Strategic Financial Plan is estimated to be \$39,700. This is based on the estimated increase to the annual operating costs for a 20 year period (does not include escalation/inflation costs).

All amounts quoted in this report are exclusive of GST.

Regional significance

Not applicable.

Sustainability implications

Environmental

All facility refurbishment projects are planned to reduce the impact of the carbon footprint and consider environmental sustainability design features where possible within the project budget.

Social

The project has included consultation with existing user groups to ensure that feedback received represents their needs. Furthermore, any refurbishment works will consider access and inclusion principles and will aim to enhance the amenity of the public space.

Economic

One of the main principles of the City's *Master Planning Framework* is the development of 'shared' and 'multi-purpose' facilities to avoid their duplication, and to reduce the ongoing maintenance and future capital expenditure requirements.

Consultation

Consultation was undertaken with existing user groups of the facilities during the site and needs analysis stage of the projects. In addition, the City also met with the sporting clubs that use Kingsley Park Memorial Clubrooms on a number of occasions during the concept design stage of the project to discuss the proposed changeroom and storeroom works. Information

on the consultation has been highlighted in the Details and Issues/options sections of this report.

COMMENT

Refurbishment projects aim to address the functionality and aesthetic issues the City has with facilities. Given that the Kingsley Park Memorial Clubrooms and Flinders Park Community Centre service over 2,164 patrons on a regular basis, it's recommended that refurbishment works are undertaken on both facilities.

The estimated capital cost for the Kingsley Park Memorial Clubroom refurbishment project is \$841,000 (includes \$44,000 that is estimated for the temporary toilets and changerooms that would be required during the construction) which is \$191,000 over the existing budget allocation. It is recommended that the existing \$650,000 budget within the City's *2015-16 Capital Works Program* for the project is not increased as it is anticipated that given the current building industry climate, the project may be achievable for the budget. As outlined, based on the determined project priorities, the storeroom extension can be removed from the proposed refurbishment project following the tender process, if required to provide cost savings.

If the storeroom extension is removed from the project due to budget constraints, it is recommended the Kingsley Amateur Football Club be given approval to proceed with their application to the City to undertake a 'Club Funded Upgrade' project for their requested storeroom where they proposed to fund the 38m² storeroom to be constructed next to the junior football club's existing externally accessible storeroom.

The estimated capital cost for the Flinders Park Community Centre refurbishment project is \$530,000, which is \$80,000 over the existing budget allocation. It is recommended that the existing \$450,000 budget within the City's *2016-17 Capital Works Program* for the project is not increased as it is anticipated that given the current building industry climate, the project may be achievable for the budget. As outlined, based on the determined project priorities, the changeroom refurbishment, security screens and universal access 'park' toilet can be removed from the proposed refurbishment project following the tender process if required to provide cost savings.

VOTING REQUIREMENTS

Simple Majority.

Cr Chester returned to the meeting at 6.34pm.

MOVED Mayor Pickard, SECONDED Cr Corr that Council:

- 1 **NOTES** that \$650,000 is currently listed within the City's Five Year Capital Works Program in 2015-16 for Kingsley Park Memorial Clubrooms;
- 2 **NOTES** that \$450,000 is currently listed within the City's Five Year Capital Works Program in 2016-17 for Flinders Park Community Centre;
- 3 **APPROVES** the proposed refurbishment works at the Kingsley Park Memorial Clubrooms as detailed in this report at a project cost estimate of \$841,000 (includes temporary toilets/changerooms during construction), with the storeroom extension works (estimated at \$167,000) to be removed if cost savings are required once tender quotes are received;
- 4 **APPROVES** the proposed refurbishment works at the Flinders Park Community Centre as detailed in this report at a project cost estimate of \$530,000, with the following works to be removed in the priority order if cost savings are required once tender quotes are received:
 - 4.1 **Changeroom refurbishment (estimated at \$27,000);**
 - 4.2 **Security screens to doors and windows (estimated at \$25,000);**
 - 4.3 **Universal access 'park' toilet (estimated at \$34,000).**

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

Appendix 6 refers

To access this attachment on electronic document, click here: [Attach6agnCWC071014.pdf](#)

ITEM 7 CHANGE OF MEETING DATE - CAPITAL WORKS COMMITTEE

WARD	All
RESPONSIBLE DIRECTOR	Mr Jamie Parry Governance and Strategy
FILE NUMBER	102496
ATTACHMENT	Nil.
AUTHORITY / DISCRETION	Executive - The substantial direction setting and oversight role of Council, such as adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

PURPOSE

For the Capital Works Committee to consider changing the date of the next Capital Works Committee meeting from Tuesday 25 November 2014 to Monday 24 November 2014.

EXECUTIVE SUMMARY

At its meeting held on 26 November 2013, the Capital Works Committee set its meeting dates for 2013.

At its meeting held on 24 June 2014 (CJ108-06/14 refers), Council approved the participation of the Mayor and the Chief Executive Officer in a federal lobbying delegation to Canberra from 25 November to 27 November 2014.

As these dates clash it is recommended that the Capital Works Committee change the date of its next meeting from Tuesday 25 November 2014 to Monday 24 November 2014.

BACKGROUND

At its meeting held on 26 November 2013, the Capital Works Committee set its meeting dates for 2013. It resolved to hold meetings bi-monthly, with the December meeting being held one week early due to the amended meeting schedule associated with the Christmas break. That meeting was scheduled to be held on Tuesday 25 November 2014, commencing at 5.45pm.

The monthly Strategy Session is also scheduled to be held on Tuesday 25 November 2014, commencing at 7.00pm following the Capital Works Committee meeting.

At its meeting held on 24 June 2014 (CJ108-06/14 refers), Council approved the participation of the Mayor and the Chief Executive Officer in a federal lobbying delegation to Canberra from 25 November to 27 November 2014.

DETAILS

The Mayor and Chief Executive Officer propose to join the Tri-Cities federal lobbying delegation to Canberra comprising the Mayors and Chief Executive Officers of the Cities of Joondalup, Wanneroo and Stirling. The purpose of the delegation is to present a regional message to relevant Ministers on short, long and medium term priorities for the northern corridor of Perth through a series of meetings with local Members of Parliament, Ministers, Ministerial and Departmental staff.

To enable attendance of the Mayor and the Chief Executive Officer at both the Capital Works Committee meeting and possible Strategy Session (should it be required), as well as participating in the federal lobbying delegation, it is proposed that the Capital Works Committee change its scheduled meeting date from Tuesday 25 November 2014 to Monday 24 November 2014.

There are no other scheduled meetings on that date.

Issues and options considered

The Capital Works Committee can either:

- change the meeting date as proposed in this report
or
- retain the meeting date as set by the committee in December 2013.

Legislation / Strategic Community Plan / policy implications

Legislation

Local Government Act 1995.
Local Government (Administration) Regulations 1996.
City of Joondalup Meeting Procedures Local Law 2013.

Strategic Community Plan

Key theme

Governance and Leadership.

Objective

Strong leadership.

Strategic initiative

Advocate and influence political direction to achieve local and regional development.

Policy

Not applicable.

Risk management considerations

Should the committee not amend the meeting date, the Mayor and Chief Executive Officer will not be available to attend and participate in the Capital Works Committee meeting.

Financial / budget implications

Not applicable.

Regional significance

Not applicable.

Sustainability implications

Not applicable.

Consultation

Not applicable.

COMMENT

Changing the meeting date will allow the Mayor and Chief Executive Officer to participate in the City's Capital Works Committee meeting.

VOTING REQUIREMENTS

Absolute Majority.

MOVED Cr Amphlett, **SECONDED** Cr Corr that the Capital Works Committee **BY AN ABSOLUTE MAJORITY AMENDS** its decision of 26 November 2013 to adopt the following meeting dates and times for the Capital Works Committee of the City of Joondalup to be held at the Joondalup Civic Centre, Boas Avenue, Joondalup to read as follows:

Capital Works Committee
To be held in Conference Room 2
5.45pm on Tuesday, 25 November 2014
5.45pm on Monday 24 November 2014

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Hollywood, Mayor Pickard, Crs Amphlett, Corr, Ritchie and Taylor.

URGENT BUSINESS

Nil.

MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil.

REQUESTS FOR REPORTS FOR FUTURE CONSIDERATION

Nil.

CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 6.50pm; the following Committee Members being present at that time:

Cr Kerry Hollywood
Mayor Troy Pickard
Cr Geoff Amphlett, JP
Cr Brian Corr
Cr Teresa Ritchie, JP
Cr Philippa Taylor