

minutes

Major Projects and Finance Committee

MEETING HELD ON **MONDAY 2 NOVEMBER 2020**

TABLE OF CONTENTS

Item No.	Title	Page No.
	Declaration of Opening	3
	Declarations of Interest	4
	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	5
1	Ocean Reef Marina Project Status	5
2	Status Report on City Freehold Properties Proposed for Disposal and Potential Crown Land Acquisitions	13
3	Feasibility for a Second Multi-Storey Car Park	24
4	2020-21 Capital Works Program Update	43
5	Confidential - Status Report on Warwick Community Facilities - Warwick Activity Centre	47
6	Confidential - Status Report on the Interest in City Freehold Land - Lot 67 (5) Trappers Drive, Woodvale	49
	Urgent Business	51
	Motions of which previous notice has been given	51
	Requests for Reports for future consideration	51
	Closure	51

CITY OF JOONDALUP

MINUTES OF THE MAJOR PROJECTS AND FINANCE COMMITTEE MEETING HELD IN COUNCIL CHAMBERS, JOONDALUP CIVIC CENTRE, BOAS AVENUE, JOONDALUP ON TUESDAY 2 NOVEMBER 2020.

ATTENDANCE

Committee Members

Cr John Logan	<i>Presiding Member</i>	
Mayor Hon. Albert Jacob, JP		<i>to 6.49pm</i>
Cr Nige Jones		<i>to 7.27pm</i>
Cr Tom McLean, JP		<i>absent from 7.35pm to 7.37pm</i>
Cr Russell Poliwka		<i>absent from 7.06pm to 7.08pm</i>
Cr John Raftis	<i>Deputy Presiding Member</i>	<i>from 5.50pm</i>
		<i>absent from 7.02pm to 7.04pm</i>
Cr Suzanne Thompson		

Observers

Cr John Chester

Officers

Mr Garry Hunt	Chief Executive Officer	<i>absent from 6.59pm to 7.02pm</i>
Mr Nico Claassen	Director Infrastructure Services	
Mr Mat Humfrey	Director Corporate Services	
Mr Brad Sillence	Manager Governance	
Mr Blignault Olivier	Manager City Projects	
Ms Genevieve Hunter	Senior Projects Officer	<i>to 6.07pm</i>
Mrs Wendy Cowley	Governance Officer	

DECLARATION OF OPENING

The Presiding Member declared the meeting open at 5.45pm.

DECLARATIONS OF INTEREST

Nil.

APOLOGIES / LEAVE OF ABSENCE

Leave of Absence previously approved

Cr John Raftis	27 October to 6 November 2020 inclusive;
Cr Nige Jones	3 to 12 November 2020 inclusive.

CONFIRMATION OF MINUTES

MINUTES OF THE MAJOR PROJECTS AND FINANCE COMMITTEE HELD ON 7 SEPTEMBER 2020

MOVED Cr McLean, SECONDED Cr Jones that the minutes of the meeting of the Major Projects and Finance Committee held on 7 September 2020 be confirmed as a true and correct record.

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Cr Logan, Mayor Jacob, Crs Jones, McLean, Poliwka and Thompson.

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.

REPORTS**ITEM 1 OCEAN REEF MARINA PROJECT STATUS**

WARD	North-Central
RESPONSIBLE DIRECTOR	Mr Garry Hunt Office of the CEO
FILE NUMBER	04171; 101515
ATTACHMENTS	Attachment 1 Ocean Reef Marina Project Milestones Attachment 2 Current Concept Plan Attachment 3 Concept Plan - Residential Yields Comparison Attachment 4 Table of Contents - Draft Development Agreement Attachment 5 Table of Contents - Draft Land Transfer Agreement Attachment 6 Risks Assessment Report - October 2020
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 Major Projects and Finance Committee to note the progress made on the Ocean Reef Marina Project.

EXECUTIVE SUMMARY

To progress the implementation of the Ocean Reef Marina development, the following activities and tasks have been undertaken since the previous project status report was presented to the Major Projects and Finance Committee at its meeting held on 7 September 2020 (Item 6 refers):

- Liaison and engagement with DevelopmentWA.
- Planning and Environmental approvals.
- Ocean Reef Marina Improvement Scheme.
- Stakeholder and community engagement.
- Progression of early works on site.
- Development Agreement and Land Transfer Agreement.

Details of the above are provided in this Report and the Chief Executive Officer will provide further project status information to the Major Projects and Finance Committee verbally.

It is therefore recommended that the Major Projects and Finance Committee NOTES:

- 1 *the status of the Ocean Reef Marina Project as detailed in this report;*
- 2 *a report on the preparation of the Ocean Reef Marina Development Agreement between the City and DevelopmentWA will be presented to the Major Projects and Finance Committee at a future meeting;*
- 3 *a draft Ocean Reef Marina Business Plan will be presented to Council, via the Major Projects and Finance Committee, at a future meeting.*

BACKGROUND

Project Milestones

Attachment 1 to this Report provides a summary of the project milestones that have been achieved throughout the life of the Ocean Reef Marina project.

State Government / DevelopmentWA

In accordance with the terms of the Memorandum of Understanding (MOU) endorsed by Council at its meeting held on 20 February 2018 (CJ031-02/18 refers), the City maintains constant contact with DevelopmentWA on all aspects of the project.

The City has representatives at all governance levels of the project including the Ocean Reef Marina Government Steering Committee, Project Working Group and Planning Working Group. Further representatives from DevelopmentWA attend meetings of the City's Ocean Reef Marina Internal Working Group as required.

Other aspects of engagement include negotiations on the required agreements between the City, State Government, DevelopmentWA and Department of Transport (DoT) as well as engagement with Department of Biodiversity, Conservation and Attractions (DBCA) and the Department of Water and Environmental Regulation (DWER) as required.

Development Agreement

As previously reported to the Major Projects and Finance Committee at its meeting held on 7 September 2020 (Item 6 refers), three separate agreements are required to be negotiated and executed as follows:

- 1 Development Agreement – between the City and DevelopmentWA.
- 2 Land Transfer Agreement – between the City and the State of Western Australia.
- 3 Marina Management Agreement – between DevelopmentWA, marina manager and the City.

Concept Plan

The Ocean Reef Marina Preferred Concept Plan (the subject of the *Ocean Reef Marina Improvement Plan and Scheme*) (Attachment 2 refers) continues to be amended and refined by DevelopmentWA. The preferred concept plan resulted from amendments made to the City's concept plan by DevelopmentWA and major stakeholders including the Department of Transport (DoT), Ocean Reef Sea Sports Club (ORSSC), Marine Rescue Whitfords (MRW), the City and the Ocean Reef Marina Project Team.

The preferred concept plan forms the basis of the detailed design process currently being undertaken by DevelopmentWA.

Attachment 3 to this Report provides a comparison of residential yields between the previous concept plans and the current plan.

Planning and Environmental Approvals

Ocean Reef Marina Improvement Plan and Scheme

Improvement plans and schemes allow the State Government to become the planning authority for areas of land, identified as requiring special planning, with the intention of advancing its planning and development.

Improvement Plan 51 – Ocean Reef Marina was gazetted on 31 December 2019.

Prepared by DevelopmentWA in collaboration with the City, the Ocean Reef Marina Improvement Scheme was considered by the State Planning Commission (SPC) at its meeting held in August 2020. This followed public advertising of the scheme and deputations to the SPC.

Development Applications

The development application for the commencement of the early works phase of the project was approved by the City and the WAPC February 2020 and the Metro Joint Development Assessment Plan (JDAP) approved the development application for the construction of the breakwaters in May 2020.

An additional application for works on the northern batters was approved in August 2020.

There are several conditions of approval for each of the above applications, including (but not limited to):

- preparation and approval by the City of detailed engineering drawings
- vegetation clearing permit/s obtained
- construction management plans prepared and approved by the City
- landscape plans prepared and approved by the City.

DETAILS

State Government / DevelopmentWA

Development Agreement

At its meeting held on 15 August 2017 (Item CJ139-08/17 refers), it was agreed, amongst other things, that Council:

- “3 *Subject to the State Government deciding to assume the role of proponent for the Ocean Reef Marina and implementing the project, REQUESTS the Chief Executive Officer to engage with the State Government and LandCorp in relation to the City's on-going role in the delivery of the project and the future management and operational options for the Ocean Reef Marina.*”

As previously reported to the Major Projects and Finance Committee (4 May 2020, Item 1 refers), the City's on-going role in the delivery of the project and the future management and operational options for the Ocean Reef Marina require the preparation and execution of three agreements:

- 1 Development Agreement.
- 2 Land Transfer Agreement.
- 3 Marina Management Agreement.

Negotiations on the Development Agreement and Land Transfer Agreement are progressing, and the City is following a "negotiation strategy" to guide these negotiations.

Attachment 4 to this Report provides the Table of Contents of the current draft Development Agreement and Attachment 5 to this Report provides the Table of Contents of the current draft Land Transfer Agreement.

Petition No 158 – Ocean Reef Marina Development

The above petition was tabled in the Legislative Council by Hon. Alison Xamon MLC and referred to the Standing Committee on Environmental and Public Affairs (Committee). The lead petition is identified as Jeff Fondacaro (on behalf of the Save Ocean Reef Citizens Association Inc.).

The petition asserts that the current concept plan does not align with community expectations and requests that the proposed residential areas be removed from the development as well as ensuring that the development remains within existing cleared areas.

The City has provided a response to the petition and further information will be provided verbally to the Committee by the Chief Executive Officer.

Planning and Environmental Approvals

Ocean Reef Marina Improvement Scheme

Following the advertising of the Improvement Scheme for public submissions (commencing 19 March 2020), it was formally considered by the SPC at its meeting held on 18 August 2020 and it was recommended that the Improvement Scheme be approved by the Minister for Lands.

Improvement Scheme No 1 – Ocean Reef Marina was subsequently gazetted in October 2020.

Stakeholder and Community Engagement

Since the commencement of the early works phase of construction, DevelopmentWA has stepped up its engagement with community. Weekly media releases are being prepared providing updates on construction and information to clarify and counter the incorrect information that is currently circulating in the community.

A community open day is scheduled for 22 November 2020 where the public will have the opportunity to speak to the project team about the concept plan and the current and future works. The next level of landscape design will be on display, including plans for the public spaces and interface with the surrounding bushland.

Liaison has also occurred with the Construction Working Group (made of local residents, business and community representatives, government representatives and local school representatives).

Early Works Construction

The early works construction is progressing in accordance with the program prepared by RJ Vincent Contractors. It is currently anticipated that the civil works portion will reach practical completion in January 2021 with the landscape portion completed in February 2021.

All required management plans and clearing permits have been approved and all requirements relating to the plans and permits are being adhered to. Indigenous representatives have been on site during clearing to identify potential areas of the Aboriginal significance; to date no significant sites have been identified.

Issues and options considered

Not applicable.

Legislation / Strategic Community Plan / Policy implications

Legislation

The City is governed by the requirements of the *Local Government Act 1995* in relation to dealings involving commercial undertakings and land development.

Other applicable legislation includes:

- *Planning and Development Act 2005.*
- *Environmental Protection Act 1986.*
- *Fisheries Adjustment Scheme Act 1987.*
- *Land Administration Act 1997.*
- *Planning and Development (Local Planning Schemes) Regulations 2015.*
- *Environmental Protection, Biodiversity and Conservation Act 1999 (Cwlth).*
- *Native Title Act 1993 (Cwlth).*

The approvals for the development are influenced by State Planning and Development Control policies:

- *2.6: State Coastal Planning Policy.*
- *2.8: Bushland Policy for the Perth Metropolitan Region.*
- *3.7: Planning in Bushfire Prone Areas.*
- *1.8: Canal Estates and Artificial Water*

Strategic Community Plan

Key theme

Economic Prosperity, Vibrancy and Growth.

Objective

Destination City.

Strategic initiative

- Facilitate the establishment of major tourism infrastructure.
- Encourage diverse accommodation options.

Policy

Local Planning Scheme No. 3.

Risk management considerations

The execution of the MOU ensures that the City's interests in the project are acknowledged and protected. The Development Agreement and Land Transfer Agreement will supersede the MOU and current negotiations are focussing on matters such as land tenure, on-going management responsibilities of a constructed marina and the City's contribution to the construction of community infrastructure (if any).

The City needs to ensure that due diligence is exercised when preparing legally binding agreements that may be entered into with the State Government or its agencies. The requirement for legal advice during the preparation process is considered an absolute necessity to ensure the City's interests are identified and protected.

A Risk Assessment Report for this phase of the project is provided in Attachment 6 to this Report. It should be noted that the Risk Assessment is constantly reviewed and amended as the project passes through each phase of the development.

Financial / budget implications

Current financial year impact

Account no.	C-1001
Budget Item	Ocean Reef Marina
Budget amount	\$ 124,143
Amount spent to date	\$ 47,029
Balance	\$ 77,114

Total Project Expenditure (as at 30 September 2020 including internal staff costs)

2007-08	\$ 133,241
2008-09	\$ 968,284
2009-10	\$ 265,793
2010-11	\$ 325,046
2011-12	\$ 388,552
2012-13	\$ 376,393
2013-14	\$ 838,371
2014-15	\$ 1,314,917
2015-16	\$ 1,163,151
2016-17	\$ 575,906
2017-18	\$ 174,832
2018-19	\$ 63,842
2019-20	\$ 146,566
2020-21	\$ 47,029

LESS Grants Received	<u>\$(1,285,500)</u>
Total City Expenditure	\$ 5,496,423

All amounts quoted in this report are exclusive of GST.

2020-21

The 2020-21 project budget covers staff costs, communications and marketing (independent of DevelopmentWA's *Stakeholder Engagement Strategy*), legal advice as well as an allocation for the City to undertake financial and economic investigations on the on-going financial impacts (both income and expenditure) of the project.

Regional significance

The Ocean Reef Marina development will become a significant tourist / visitor destination and a key focal point within the northern Perth corridor.

The DevelopmentWA Business Case for the Ocean Reef Marina indicates that the development will provide sustainable employment opportunities in food and beverage, retail, tourism and marine related industries. The Ocean Reef Marina is expected to create 8,000 jobs during construction, with more than 900 ongoing jobs once complete.

Sustainability implications

As previously reported to the Major Projects and Finance Committee at its meeting held on 7 September 2020 (Item 6 refers), the Ocean Reef Marina project is registered for an Infrastructure Sustainability Planning rating from the Infrastructure Sustainability Council of Australia.

Also as previously reported, the *Ocean Reef Marina Design Guidelines* will provide criteria and guidelines to support good design which optimises the sustainability of the built form environment, delivering positive environmental, social and economic outcomes.

The guidelines include a design guidance section that recommends additional measures by which the development can achieve a higher level of sustainable design, community interaction and architectural character.

Consultation

Consultation with both the community, business, State Government agencies and other stakeholders remains a priority for DevelopmentWA.

Over the lifetime of the project, substantial consultation has occurred in a variety of formats, (undertaken by both the City and DevelopmentWA). Community engagement is of particular importance and engagement has occurred through direct mail-outs, media releases, social media, face-to-face, reference groups as well as print and digital media.

The above activities are in addition to the statutory public comment periods such as the Metropolitan Regional Scheme (MRS) Amendment, Public Environmental Review, clearing permit applications and the Ocean Reef Marina Improvement Scheme.

COMMENT

Since the meeting of the Major Projects and Finance Committee held on 7 September 2020 the project has progressed in accordance with the program prepared by DevelopmentWA (refer below).

First Half 2020	Second Half 2020	Late 2021/Early 2022	Late 2022/Early 2023	2025 to 2036+
planning and clearing approvals received, land assembly negotiations	Commence early works & breakwater construction, progress landside design development	Land-side staged development works commence	Marina operations and development build-out commence	Project built form completion

Following the commencement of the early works, there has been some community opposition and public statements made regarding the project that are not altogether factual. The engagement strategy currently being implemented by DevelopmentWA attempts to ensure the correct information is in the public arena and that all stakeholders are engaged and kept informed.

Further information on the status of the Ocean Reef Marina project will be provided to the Committee verbally by the Chief Executive Officer.

VOTING REQUIREMENTS

Simple Majority.

Cr Raftis entered the Chamber at 5.50pm.

MOVED Cr Jones, SECONDED Mayor Jacob that the Major Projects and Finance Committee NOTES:

- 1 the status of the Ocean Reef Marina project as outlined in this Report;**
- 2 a report on the preparation of the Ocean Reef Marina Development Agreement between the City and DevelopmentWA will be presented to the Major Projects and Finance Committee at a future meeting;**
- 3 a draft Ocean Reef Marina Business Plan will be presented to Council, via the Major Projects and Finance Committee, at a future meeting.**

The Motion was Put and

CARRIED (7/0)

In favour of the Motion: Cr Logan, Mayor Jacob, Crs Jones, McLean, Poliwka, Raftis and Thompson.

Appendix 1 refers

To access this attachment on electronic document, click here: [Attach1agnMPF201002.pdf](#)

ITEM 2 STATUS REPORT ON CITY FREEHOLD PROPERTIES PROPOSED FOR DISPOSAL AND POTENTIAL CROWN LAND ACQUISITIONS

WARD	All
RESPONSIBLE DIRECTOR	Mr Garry Hunt Office of the CEO
FILE NUMBER	63627; 101515
ATTACHMENTS	<p>Attachment 1 Lot 803 (15) Burlos Court, Joondalup</p> <p>Attachment 2 Lot 12223 (12) Blackwattle Parade, Padbury</p> <p>Attachment 3 Lot 2277 (15) Selkirk Drive, Kinross</p> <p>Attachment 4 Lot 14564 (5) Ascot Way, Currabine</p> <p>Attachment 5 Lot 14077 (40) Warwick Road, Duncraig</p> <p>Attachment 6 City's Works Operation Centre Location Plan</p> <p>Attachment 7 Lot 12277 (4) Mossdale Pass, Kinross</p> <p>Attachment 8 Lot 14981 (16) Gilbank Crescent, Kinross</p> <p>Attachment 9 Lot 12427 (28) Broadmoor Green, Currabine</p> <p>Attachment 10 Lot 810 (109) Poseidon Road, Heathridge</p> <p>Attachment 11 Lot 792 (59) Gradient Way, Beldon</p> <p>Attachment 12 Estimated Rates Revenue Information</p>
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 Major Projects and Finance Committee (the Committee) to consider the progress towards disposal of two City owned freehold properties, proposed Crown land acquisition investigations, redevelopment opportunities of City-owned properties and alternative tenure arrangements concerning the City's Works Operation Centre.

EXECUTIVE SUMMARY

The City's land rationalisation project commenced with the preparation for disposal of 14 City-owned properties considered surplus to requirements. Two sites were withdrawn from the project and as settlement has taken place for the disposal of Lot 803 (15) Burlos Court, Joondalup, all 12 sites have been sold with Table 1 below providing details.

Lot 12223 (12) Blackwattle Parade, Padbury (Attachment 2 refers) is a former Crown land acquisition which the City owns in freehold where a 'Request for Proposal' disposal model is being investigated. The outcome to those investigations is that a two-staged process is recommended involving calling for Expressions of Interest (EOI) as a first stage where the purchase price offered also includes development intentions which are assessed against selection criteria. The second stage will be disposal of the site by private treaty as detailed under section 3.58 of the *Local Government Act 1995* (the Act) should the resultant negotiations with a selected respondent from the EOI process prove successful.

Table 2 below provides additional information on the status of the City's proposed land disposals.

At its meeting held on 9 March 2020 (Item 2 refers), the Committee supported investigations into the concessional acquisition of three Crown land sites with the Department of Planning Lands and Heritage (DPLH) - Lot 2277 (15) Selkirk Drive, Kinross (Attachment 3 refers), Lot 14564 (5) Ascot Way, Currambine (Attachment 4 refers) and an area yet to be defined on the northern boundary of Lot 14077 (40) Warwick Road, Duncraig (Attachment 5 refers).

The application process to acquire Crown land, commences with an internal assessment process and then the provision of a business case to the Department Planning, Lands and Heritage (DPLH – Lands). The City has now forwarded its submission to the DPLH for the acquisition of Lot 2277 (15) Selkirk Drive, Kinross and received an update.

The City is also investigating alternative tenure arrangements concerning its lease with the Water Corporation for part of Reserve 28971, Lot 8278, (922L) Ocean Reef Road, Craigie that accommodates the City's Works Operation Centre (Attachment 6 refers). The Committee supported these investigations at its meeting held on 9 March 2020 (Item 16 refers). Liaison with the Water Corporation is to be initiated.

Table 3 below provides additional information on the status of the investigations into the potential acquisition of the above Crown land properties.

Table 4 and Table 5 in this report deals with the Crown land and City freehold land drainage sites identified for potential redevelopment opportunities. Conversion of the drainage function of each site needs to be feasible technically as well as financially, both of which will be investigated.

It is therefore recommended that the Major Projects and Finance Committee NOTES:

- 1 *the disposal of Lot 803 (15) Burlos Court, Joondalup settled on 5 October 2020;*
- 2 *the progress towards disposal of Lot 12223 (12) Blackwattle Parade, Padbury as outlined in this Report;*
- 3 *the continued investigations into the City's concessional acquisition from the Department of Planning Lands and Heritage of Lot 2277 (15) Selkirk Drive, Kinross, Lot 14564 (5) Ascot Way, Currambine and an area yet to be defined on the northern boundary of Lot 14077 (40) Warwick Road, Duncraig;*
- 4 *the investigations that have commenced into seeking alternative tenure arrangements for the land the City leases from the Water Corporation within Reserve 28971, Lot 8278, (922L) Ocean Reef Road, Craigie;*

- 5 *the commencement of investigations into potential redevelopment opportunities for the Crown land and freehold land drainage sites identified in Table 4 and Table 5 respectively of this Report;*
- 6 *that a further status report on the progress towards disposal of City-owned Lot 12223 (12) Blackwattle Parade, Padbury, two City owned drainage sites and proposed Crown land acquisitions identified in this Report will be submitted to the Major Projects and Finance Committee meeting at a date to be determined.*

BACKGROUND

In 2010, investigations commenced into the potential disposal of 14 City-owned freehold sites that were considered surplus to requirements. Council determined that their future land use should be for unit developments for people over age 55, allowing residents the opportunity to 'age in place.' A restricted zoning reinforced this land use, in addition to the inclusion of conditions in the related contracts of sale that also prevented future rezoning amendments.

Lot 181 (4) Rowan Place, Mullaloo (CJ096-05/12 refers) and Lot 971 (52) Creaney Drive, Kingsley (CJ103-06/14 refers) were two sites withdrawn from the project. Valuation evidence at the time (2013) indicated their combined value being in the vicinity of \$4.5 million.

Lot 803 (15) Burlos Court, Joondalup (Lot 803) was the remaining property of the twelve available for sale. On considering an offer from Bermen Property 5 Pty Ltd for Lot 803 and public notice being served regarding the offer in order to meet legislative requirements, at its meeting held on 23 June 2020 (CJ076-06/20 refers), Council provided its conditional support. Settlement took place concerning Lot 803 on 5 October 2020 and the details are now included in the Table 1 below.

Table 1 below provides the month sold and sale price for each property and Attachment 12 to this Report details the City's estimated rates revenue.

Table 1

Property	Date Sold	Sale Price
Lot 200 (18) Quilter Drive, Duncraig.	March 2013	\$ 1,350,000
Lot 766 (167) Dampier Avenue, Kallaroo.	March 2013	\$ 1,055,000
Lot 147 (25) Millport Drive, Warwick.	March 2013	\$ 1,340,000
Lot 613 (11) Pacific Way, Beldon.	March 2013	\$ 700,000
Lot 671 (178) Camberwarra Drive, Craigie.	March 2013	\$ 828,000
Part Lot 702 (11) Moolanda Boulevard, Kingsley.	August 2015	\$ 1,050,000
Lot 745 (103) Caridean Street, Heathridge.	December 2015	\$ 874,000
Lot 23 (77) Gibson Avenue, Padbury	December 2016	\$ 1,800,000
Lot 900 (57) Marri Road, Duncraig	July 2017	\$ 1,030,000
Lot 1001 (14) Camberwarra Drive, Craigie	December 2017	\$ 990,000
Lot 2 (20) Kanangra Crescent, Greenwood	May 2019	\$ 1,225,000
Lot 803 (15) Burlos Court, Joondalup	October 2020	\$ 1,675,000
	TOTAL	\$13,917,000

Lot 12223 (12) Blackwattle Parade, Padbury (Lot 12223)

Lot 12223 (12) Blackwattle Parade, Padbury (Lot 12223) became available for disposal after being acquired in freehold from the State Government in June 2019. Subsequent to the City acquiring this former Crown land site at its meeting held on 19 March 2019 (CJ031-03/19 refers), Council authorised the CEO to dispose of the property by public auction or private treaty, should public auction be unsuccessful.

The Committee noted at its meeting held on 15 July 2019 (Item 7 refers) that sale and development opportunities via a public tender process were to be examined concerning Lot 12223, as this method is also an option under section 3.58 of the *Local Government Act 1995* (the Act).

In the interim, the Committee has received updates on the progress towards disposal of Lot 12223 and the City's examination of a sales model that includes potential purchasers also providing intended development proposals.

Crown Land Acquisitions

At the meeting held on 9 March 2020 (Item 2 refers) concerning the three proposed Crown land acquisitions shown in Attachments 3 to 5 to this Report respectively, the Committee resolved, in part, that it:

“3 *SUPPORTS investigations with the Department of Planning Lands and Heritage into the City's concessional acquisition of Lot 2277 (15) Selkirk Drive, Kinross, Lot 14564 (5) Ascot Way, Currambine and an area yet to be defined on the northern boundary of Lot 14077 (40) Warwick Road, Duncraig*”.

Additionally, at the same meeting held on 9 March 2020 (Item 16 refers) concerning a confidential report to the Committee on the current arrangements for the leased area of land from the Water Corporation that accommodates the City's Works Operation Centre (Attachment 6 refers), the Committee resolved, in part, that it:

“1 *SUPPORTS the commencement of investigations with the Department of Planning Lands and Heritage on alternative land tenure options to the City's current lease agreement with the Water Corporation for the Works Operation Centre site;*

Concerning the three Crown land drainage sites (Lot 12277 (4) Mossdale Pass, Kinross, Lot 14981 (16) Gilbank Crescent, Kinross and Lot 12427 (28) Broadmoor Green, Currambine) detailed on Attachments 7 to 9 to this Report respectively, and the two City freehold drainage sites (Lot 810 (109) Poseidon Road, Heathridge and Lot 792 (59) Gradient Way, Beldon shown on Attachments 10 and 11 to this Report, at its meeting held on 7 September (Item 2 refers) the Committee noted the commencement of investigations into the potential redevelopment opportunities regarding these sites.

DETAILS

Table 2 – City Freehold Land Disposals

Property Details	Land Disposals – Current Status
<p>Attachment 1 refers</p> <p>Lot 803 (15) Burlos Court, Joondalup</p> <p>Land Area: 4,410m²</p>	<p>The disposal of Lot 803 (15) Burlos Court, Joondalup settled on 5 October 2020.</p> <p>At the time of writing the report, the intention was to develop 16 units on the site.</p>
<p>Attachment 2 refers</p> <p>Lot 12223 (12) Blackwattle Parade, Padbury</p> <p>Land Area: 3,332m²</p>	<p>Concerning Lot 12223 (12) Blackwattle Parade, Padbury, the City has appointed a consultant to assist with the sale of Lot 12223 where in addition to the purchase prices offered, development intentions are also included. Investigations have resulted in a two-stage land disposal process to be recommended.</p> <p>It is proposed that the first stage is calling for EOI for the purchase of the site with the respondents including their development proposals which will be assessed against selection criteria.</p> <p>The second stage will take place should the City's negotiations with a selected respondent via the EOI process prove successful. Successful negotiations will allow a recommendation to Council to proceed with the disposal of the site to the selected respondent subject to the City adhering to the private treaty land disposal provisions under section 3.58 of the Act.</p> <p>The draft risk analysis for this project will be finalised and the City will continue to monitor the project risks. A draft EOI document has also been prepared and both of these documents will be provided to the consultant for input.</p> <p>Legal advice has been taken on the proposed process and will continue to be taken as and when necessary. Land valuation advice will be obtained immediately prior to conducting the EOI process.</p>

Table 3 – Crown Land Investigations

Property Address	Proposed Crown land Acquisitions – Current Status
<p>Attachment 3 refers</p> <p>Reserve 48922, Lot 2277 (15) Selkirk Drive, Kinross</p>	<p>Lot 2277 (15) Selkirk Drive, Kinross (Lot 2277) is a vacant 5,000m² Crown land community purpose site for which the City has management. The Management Order states the purpose of the site is for "Community Purposes" only.</p> <p>Investigations have been supported by the Committee into the potential benefits of the concessional acquisition of Lot 2277 from the State Government.</p>

Property Address	Proposed Crown land Acquisitions – Current Status
	<p>A DPLH – Lands preferred ‘business case’ template is to be completed in application for Crown land acquisitions and the City forwarded its submission on 21 August 2020. A response has indicated that concerning matters on an alternative zoning for the site, DPLH – Planning has been requested to provide its comments.</p> <p>Any conditions resulting from the application, the City would need to meet or mitigate and if able to do so, DPLH - Lands may provide its in-principle support to the acquisition subject to community consultation.</p>
<p>Attachment 4 refers</p> <p>Reserve 46865, Lot 14564 (5) Ascot Way, Currambine</p>	<p>Lot 14564 (5) Ascot Way, Currambine is a vacant 5,106m² community purpose reserve that the City also manages for “Community Purposes” only. The same process as detailed above for Lot 2277 will apply to the potential acquisition of Lot 14564. The internal referral process has commenced.</p>
<p>Attachment 5 refers</p> <p>Reserve 33894, Lot 14077 (40) Warwick Road, Duncraig (Percy Doyle Reserve)</p>	<p>Percy Doyle Reserve is a regional sports park of approximately 210,850m². It accommodates a number of community facilities including the Duncraig Library.</p> <p>After considering the results of a stakeholder consultation process for the <i>Percy Doyle Reserve Master Plan</i>, Council at its meeting held on 24 July 2012, requested that a feasibility study and concept plans be developed for the project (Item CJ136-07/12 refers). The completed feasibility study, concept plans and estimated capital costs for the project were presented to the elected members at the Strategy Session held on 1 April 2014, and while a preferred concept plan was highlighted, it was suggested that the Percy Doyle Master Plan was not a high priority project for the City at that time, with other current significant projects being undertaken.</p> <p>Subsequently and as reported to the Committee on a number of occasions, interest has been expressed by two major commercial operators to acquire an area of land on the northern boundary of Lot 14077, however no firm discussions or expressed intent have been made since the initial enquiries.</p> <p>It should be noted that neither the master plan or commercial considerations for the site have been presented to Council for consideration, however officers are preliminary investigating relevant matters regarding the site before anything is subsequently presented to Council. The strategic position statement adopted by Council (last reviewed at its meeting held on 17 April 2018 (CJ061-04/18)) has supported private commercial facilities being considered within upgrade and developments or master planned community facilities, and is therefore relevant for any master planning proposal for the overall site.</p>

Property Address	Proposed Crown land Acquisitions – Current Status
Attachment 6 refers Reserve 28971, Lot 8278, (922L) Ocean Reef Road, Craigie (Lot 8278)	At its meeting held on 9 March 2020 (Item 16 refers) the Committee supported investigations with the DPLH on alternative land tenure options to the City's current lease agreement with the Water Corporation for the Works Operation Centre on part of Lot 8278.
Works Operation Centre Leased Area: 2.72 hectares	Contact was made with the DPLH for advice which was non-committal recognising that ultimately the City would need to negotiate with the Water Corporation regarding the matter. Contact with the Water Corporation will now be initiated.

Table 4 – Crown Land Drainage Sites

Property Address	Proposed Crown Land Acquisitions – Current Status
Attachment 7 refers Reserve 43975 Lot 12277 (4) Mosssdale Pass, Kinross	After internal investigations, the City should be able to establish from a technical perspective, if these drainage sites have the potential for their function to be converted, enabling each site to be filled in. If this was the case, the sites may be available for residential development once they have the appropriate zoning.
Attachment 8 refers Reserve 47631 Lot 14981 (16) Gilbank Crescent, Kinross	As these are Crown land drainage sites, the City would need to make an application to acquire them from the DPLH. The sites would need to be purchased at a concessional rate from State Government for the project to be feasible and the conversion cost/purchase price for each site needs to be assessed against the potential land disposal valuations.
Attachment 9 refers Reserve 44160, Lot 12427 (28) Broadmoor Green, Currambine	Internal investigations will continue regarding these sites.

Table 5 – City Freehold Land Drainage Sites

Property Address	Proposed Crown Land Acquisitions – Current Status
Attachment 10 refers Lot 810 (109) Poseidon Road, Heathridge	It is planned for Lot 810 (109) Poseidon Road, Heathridge (Attachment 10 refers) to be investigated on the feasibility of transferring the drainage function into the adjacent Larkspur Park, allowing the future development of the site to be residential. Internal discussions on the proposed feasibility of this matter have commenced.
Attachment 11 Lot 792 (59) Gradient Way, Beldon	Lot 792 (59) Gradient Way, Beldon (Attachment 11 refers) is a freehold drainage site owned by the City. The adjoining commercial property owners to this site are potentially interested in its purchase as part of its review of refurbishment of their property. Should purchase of the site be the outcome, a rezoning amendment will be a requirement.

Property Address	Proposed Crown Land Acquisitions – Current Status
	<p>Investigations will commence into this interest which has the potential additional benefit of improvement to the car park configuration and traffic flow by reviewing the interface between the shopping centre car park and the City's developed car park on the adjacent Beldon Park.</p> <p>Investigations have commenced into this matter.</p>

Issues and options considered

See Tables 2, 3, 4 and 5 above.

The City's freehold land disposal project commenced during 2010 with fourteen properties being examined for disposal has been completed. Fourteen sites were reduced to twelve with Lot 803 (15) Burlos Court, Joondalup being the final property of the twelve to sell.

The project has resulted in 51 units being developed to-date and the potential for approximately 38 additional units based on applications currently in the system. One property that has the potential of eight units has not yet lodged an application for development. Additionally, this does not include the site Lot 23 (77) Gibson Avenue, Padbury which though constrained by easements to some degree, is 5,159m² and therefore a substantial development site.

As can be seen from Attachment 12 to this Report, besides facilitating City residents the opportunity to 'age in place' the land disposal project has increased the rates revenue base.

An overall financial assessment of the project will take place as part of the project completion reporting.

Legislation / Strategic Community Plan / Policy implications

Legislation Sections 3.58 and 3.59 of the *Local Government Act 1995*, together with the *Local Government (Functions and General) Regulations 1996* determine how a local government may dispose of property.

Strategic Community Plan

Key theme Quality Urban Environment.

Objective Quality built outcomes.

Key theme Financial Sustainability.

Objective Financial diversity.

Strategic initiative Identify opportunities for new income streams that are financially sound and equitable.

Policy *Asset Management Policy.*
Sustainability Policy.
Community Consultation Policy

Risk management considerations

Property disposal needs to comply with sections 3.58 and 3.59 of the *Local Government Act 1995*, which are designed to ensure openness and accountability in the land disposal process.

There is always the potential that the reserve price or latest market valuation on a City property will not be realised. Valuations are obtained from a licensed valuer. Sale of freehold land below current market valuations should not take place without the approval of Council.

Recommendations for acquisition and disposal of land are based on a combination of the best financial return, planning outcomes, and community benefit.

Financial / budget implications

As part of successful Crown land acquisition applications, the DPLH requires that future proceeds from land disposals are to be expended on local capital community purpose projects and/or the provision of community projects or services for the local area for former community purpose sites.

The DPLH's advice concerning the City's acquisition of the former Crown land site, Lot 12223 (12) Blackwattle Parade, Padbury was that the proceeds on its future disposal are to be spent on capital / community projects in line with the definition of "Community Purposes" under *Local Planning Scheme No. 3*.

The associated main expenditure costs related to freehold land disposals are real estate commissions, legal and settlement fees, advertising costs, valuation costs, land surveying and costs related to subdivision / amalgamations.

Regional significance

Regional significance would apply to Percy Doyle Reserve as its size of 22.83 hectares classifies it as a regional park. It not only serves the local area but the surrounding suburbs in the northern corridor.

Sustainability implications

City freehold land and acquired Crown land that has been set aside for community use should not be disposed of without there being a nominated purpose addressing a community need.

Concessional Crown land acquisitions can potentially create additional and improved local amenity by the creation of community supported land uses that may have not otherwise been an option. Possible benefits are the activation of vacant land, achieving significant sale proceeds to be focussed on local community capital improvements, services or projects and post development of the land, generating a rates revenue stream.

Concerning the freehold land disposal project to date, Council has supported the restricted use of 'Aged or Dependent Persons' Dwellings' to provide alternative housing choices for the City's ageing population. Potentially, due to the diverse demographics of City residents facilitating the development of units for other cohorts of the community could be considered.

The sale proceeds from the eventual disposal of Lot 12223 (12) Blackwattle Parade, Padbury will be used for community projects.

Consultation

Public auction, public tender and private treaty methods have been used regarding the City's land disposal project. Advertising is a requirement with all three methods unless, in respect of private treaty, the disposal is exempt under regulation 30 of the *Local Government (Functions and General) Regulations 1996*.

A 42-day statutory advertising period associated with rezoning amendments to LPS3 provided an opportunity for the community to make submissions on the future land use of the properties sold.

A public notice calling for submissions was served from 26 March 2020 for 15 days on the City's receipt of a private treaty offer from Bermen Property 5 Pty Ltd for Lot 803 (15) Burlos Court Joondalup.

COMMENT

Concerning the land disposal project, Table 1 above gives an indication of the sales revenue achieved and Attachment 12 to this Report provides information on the approximate current and future rates revenue. Notwithstanding the financial aspects of the land disposal project, an important consideration is that former community purpose land has benefited local communities by facilitating unit developments for people over age 55. This offers the opportunity for older residents to downsize, remain local, and reside in a development that caters for older people.

VOTING REQUIREMENTS

Simple Majority.

The Senior Projects Officer left the Chamber at 6.07pm.

MOVED Mayor Jacob, SECONDED Cr McLean that the Major Projects and Finance Committee NOTES:

- 1 the disposal of Lot 803 (15) Burlos Court, Joondalup settled on 5 October 2020;**
- 2 the progress towards disposal of Lot 12223 (12) Blackwattle Parade, Padbury as outlined in this Report;**
- 3 the continued investigations into the City's concessional acquisition from the Department of Planning Lands and Heritage of Lot 2277 (15) Selkirk Drive, Kinross, Lot 14564 (5) Ascot Way, Currambine and an area yet to be defined on the northern boundary of Lot 14077 (40) Warwick Road, Duncraig;**
- 4 the investigations that have commenced into seeking alternative tenure arrangements for the land the City leases from the Water Corporation within Reserve 28971, Lot 8278, (922L) Ocean Reef Road, Craigie;**
- 5 the commencement of investigations into potential redevelopment opportunities for the Crown land and freehold land drainage sites identified in Table 4 and Table 5 respectively of this Report;**
- 6 that a further status report on the progress towards disposal of City-owned Lot 12223 (12) Blackwattle Parade, Padbury, two City owned drainage sites and proposed Crown land acquisitions identified in this report will be submitted to the Major Projects and Finance Committee meeting at a date to be determined.**

The Motion was Put and

CARRIED (7/0)

In favour of the Motion: Cr Logan, Mayor Jacob, Crs Jones, McLean, Poliwka, Raftis and Thompson.

Appendix 2 refers

To access this attachment on electronic document, click here: [Attach2agnMPF201002.pdf](#)

ITEM 3 FEASIBILITY FOR A SECOND MULTI-STOREY CAR PARK

WARD	All
RESPONSIBLE DIRECTOR	Mr Mat Humfrey Corporate Services
FILE NUMBER	102400
ATTACHMENT	Attachment 1 Project Philosophies and Parameters
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 feasibility review of constructing a second Multi-Storey Car Park (MSCP), and request for the Chief Executive Officer to prepare concept plans for a second MSCP.

EXECUTIVE SUMMARY

The City's *Strategic Community Plan (Joondalup 2022)* includes a strategic initiative to "*Pursue the construction of multi-storey car park facilities within the Joondalup City Centre to facilitate greater accessibility.*" There is a KPI for the Chief Executive Officer to report to Council for the development of the planning for a new MSCP, which this report addresses.

The outcomes of this project are to:

- ensure that the City Centre has adequate parking to support businesses and attract visitors, taking account of current and future trends
- plan for the future
- users – safe to use, accessible and is perceived to provide value for money
- financially viable
- capable of multiple uses.

A review of the City's only MSCP, the Reid Promenade Car Park (RPCP), has been completed in support of this report. The RPCP is regarded as a successful project, both in terms of the planning and its operation. The facility is now heavily utilised and is now paying for itself. Most importantly the facility has helped to stimulate economic growth as it allows for commuters to Joondalup to securely leave their vehicle in an affordable facility. As the RPCP is just about at maximum capacity this raises the obvious question of whether the City should build another MSCP. A second MSCP could stimulate economic growth and demonstrate to businesses and users that Joondalup can be relied upon for accessible parking, however there is a risk that if built before demand warrants it, there could be significant costs.

The demand for parking and need for a second MSCP is strong because of the projected increase in population in the north-west region and projected increase in jobs. There are some key developments in the City Centre which will cause an increased demand for parking (such as Prime West second building, Arthouse, Department of Housing "Connect"). The growth indicates that a second MSCP should be planned and constructed within the short to medium term so that the City can play its part in supporting economic growth by ensuring an adequate supply of parking.

The risk with car parking in the long-term is the potential impact of disruptive technologies, because this could reduce the demand and therefore result in a facility which operates at a loss. The City could potentially build a second MSCP which is future-proofed and can be converted if demand reduces however more research in this area is required.

The site at 104 McLarty Avenue (Car Park P2) is the optimum site for a second MSCP because of its size, access and proximity to existing key development and other imminent developments. The site has outstanding potential to help support economic growth in the City Centre.

A high-level financial evaluation has been prepared which assumes two floors of commercial space that would be rented out. A further option has been created with two floors of residential and then a further option which has a cost for future-proofing the car parking areas (for conversion to commercial or residential at a later stage). The initial analysis has indicated that at least 75% utilisation of the car parking would be necessary to achieve a return on investment the same, or better, than the surpluses achieved at the existing on-grade site. However the option to future proof the facility may not provide a return on investment with any scenario of utilisation because a future-proofed facility may cost 33% more to build (higher ceilings, stronger columns, provision for services and the like). The estimated additional cost of 33% for future proofing is based on desktop research, informal discussions with suppliers and the parking industry. This assumption will need to be substantiated further as part of the next stage with concept designs.

The Joondalup Activity Centre adopted by the City has determined that it needs to develop a Parking Supply and Management Plan (PSMP) to implement some of the transport objectives. The PSMP will be completed by December 2020 and will evaluate some key issues that will be of use to the City in assessing the feasibility of a second MSCP. The outcomes of this process will need to be considered in the context of the competing requirement to support economic development.

In summary, it is recommended that the City continue to plan for a second MSCP but also undertakes further research and actions to mitigate the risks before committing. The actions include the following:

- 1 Concept design for multi-purpose MSCP and a future-proofed MSCP to be prepared, including an Opinion of Probable Cost.
- 2 PSMP completed by December 2020.
- 3 Disruptive technologies – continue to assess the developments and potential impacts on car ownership and demand for car parking.
- 4 Other car park operators and local governments – research how they are planning for the impact of disruptive technologies.
- 5 Existing car bays in Joondalup – the City should maintain a register of existing car bays based on new developments and changes.
- 6 Update feasibility report.

It is therefore recommended that Council:

- 1 *NOTES the feasibility for the City to construct a second multi-storey car park as detailed in this Report;*
- 2 *REQUESTS the Chief Executive Officer prepare concept plans for a second multi-storey car park, which considers and addresses the incorporation of commercial uses within the site and elements that “future proof” the overall development.*

BACKGROUND

The Chief Executive Officer has a KPI to report to Council on the feasibility of a second MSCP which this report addresses.

Strategic Community Plan and Strategic Financial Plan

One of the key themes of the City's *Strategic Community Plan (Joondalup 2022)* is Economic Prosperity, Vibrancy and Growth. One of the objectives of this theme is for Joondalup to be recognised as Perth's second Central Business District (CBD), which includes a strategic initiative for the City to:

“Pursue the construction of multi-storey car park facilities within the Joondalup City Centre to facilitate greater accessibility.”

The City constructed its first MSCP in 2015, the RPCP. The Strategic Financial Plan includes an assumption for a second MSCP to begin construction in 2023-24 and to be completed by 2024-25.

Vision and Purpose of Project

Attachment 1 to this Report is a Project Philosophy and Parameters document which includes key objectives of the project, the key elements of which are summarised in this report. The vision for this project is to confidently predict if and when the City should construct a second MSCP, build an affordable facility that is user friendly and ideally contributes positively to the City's operating bottom line.

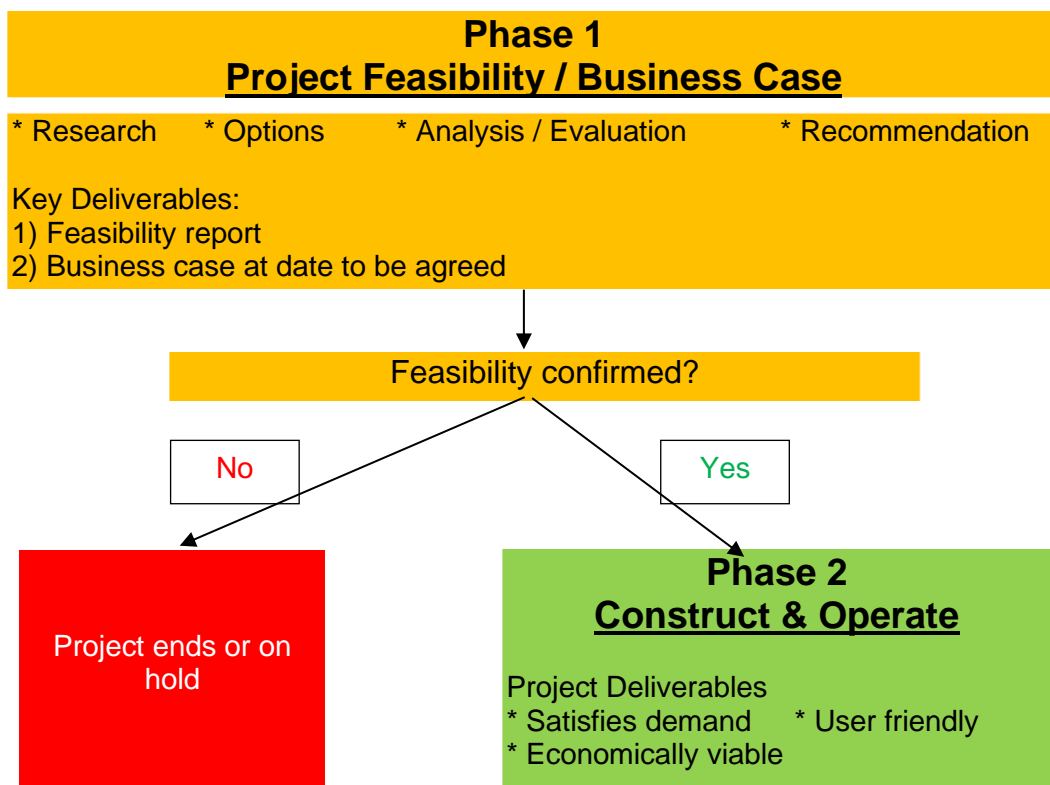
Outcomes and Project Deliverables

The outcomes of the project include the following:

- Ensure that the City Centre has adequate parking to support businesses and attract visitors, taking account of current and future trends.
- Plan for the future – ensure that the City plans and builds additional parking at the right time, and at the right location.
- Users – if a facility is constructed it is safe to use, accessible and is perceived to provide value for money.
- Utilisation – facility must enjoy high and regular utilisation.

- Financial viability and Return on Investment (ROI) – the facility must be affordable to construct, have a relatively short payback period and have operating costs (ongoing) that are less than its operating income. A business case will be prepared to evaluate options and include all whole-of-life costs including commercial income and rates income.
- Considers multiple uses in recognition that demand for carparking and storage as we know it today may change in the mid to long-term.

The deliverables are split into two, as summarised in the chart below. The first project deliverable is for the feasibility for the project to be researched, evaluated and recommended. If the project recommends that a second MSCP then there will be more key deliverables.

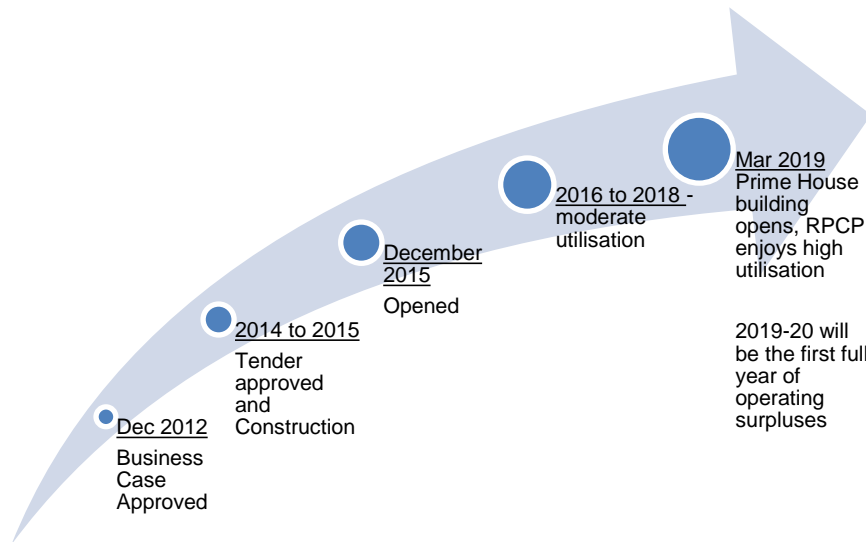


Review of Reid Promenade Car Park and Learning Points

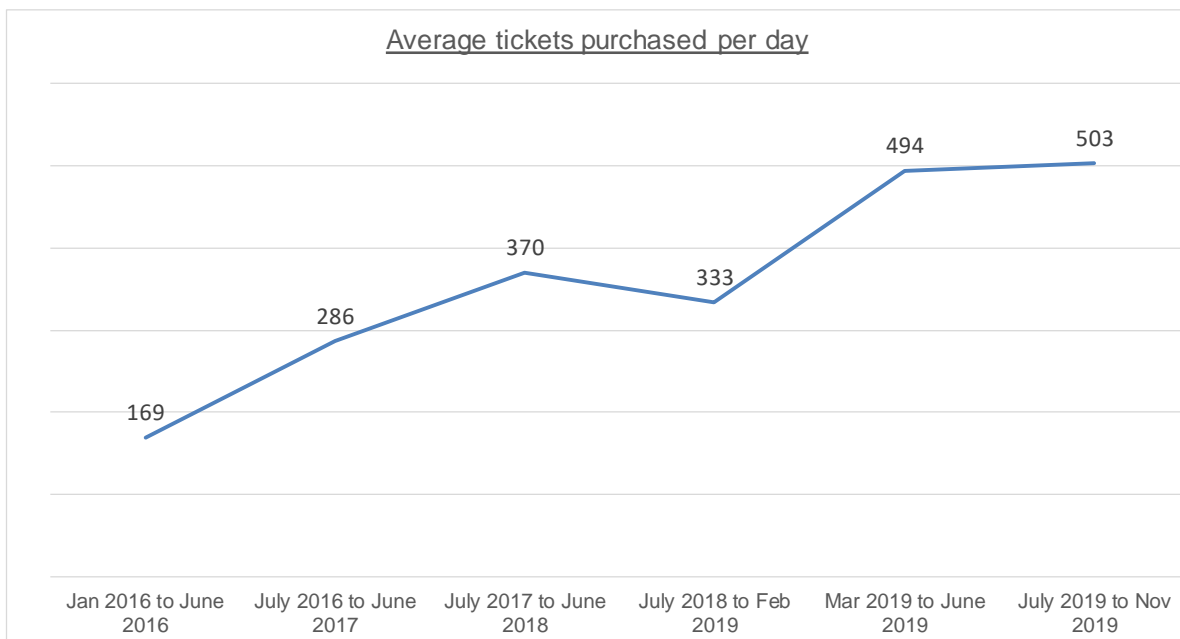
Before assessing the need for a second MSCP it is worth reflecting on the current performance of the City’s first MSCP, the RPCP.

The business case was developed in 2012 to assess the feasibility of building a MSCP at either McLarty Avenue or at Reid Promenade. The business case included an extensive level of community engagement with surveys of users of both car parks and also surveys of businesses within the City Centre. The business case recommended that the location at Reid Promenade would be better for the community and the case was endorsed by Council in December 2012.

The chart below summaries the key milestones of the RPCP from inception to its current performance. The utilisation of the facility has been reasonable since the opening, but since the relocation of the Department of Water and Environmental Regulation (DWER) to Joondalup in early 2019, the utilisation has been very high. The utilisation has been lowered in recent months due to the pandemic, although it would be expected to eventually increase again back to pre-COVID levels.



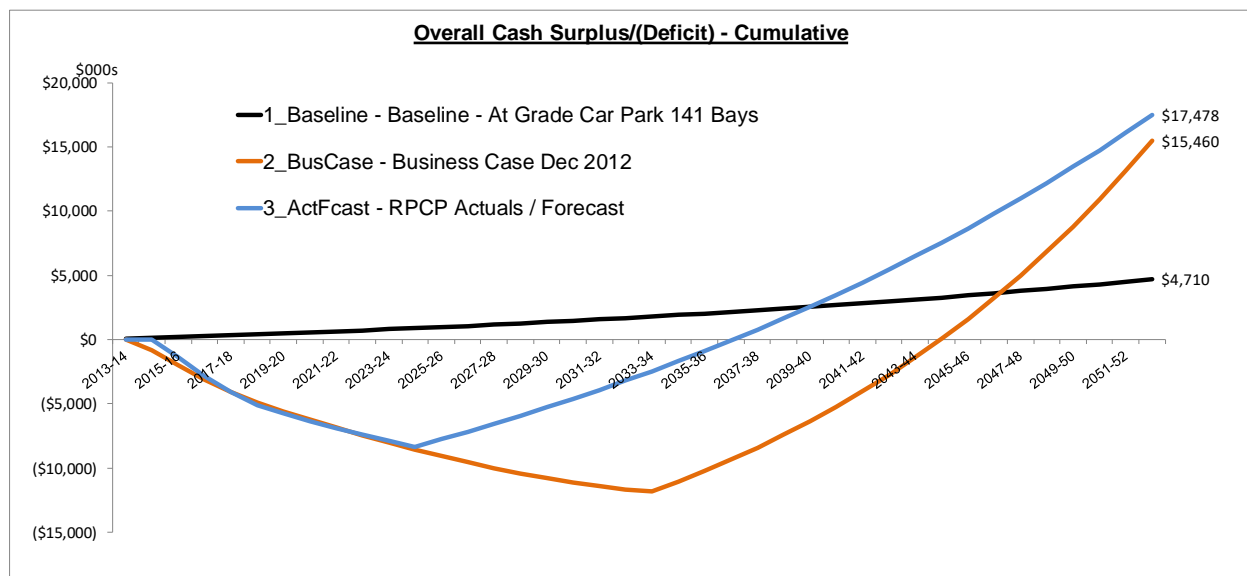
The chart below shows the average tickets bought per day for six time periods since opening in January 2016. This shows that utilisation was initially moderate but then in 2019 the utilisation increased significantly. The 2019-20 mid-year review, prepared before the pandemic, was projecting a healthy operating surplus (after depreciation and interest) but due to low utilisation from March to June there was a minor operating deficit of approximately \$44,000.



The chart below summarises the cumulative cashflow of the facility, up to 2052-53 which was the term used within the business case. The following three scenarios are provided:

- 1 Baseline – if the City did not build a MCSP at the site it would still have earned income because there were 141 at grade bays which enjoyed a reasonable level of utilisation.
- 2 Business case cashflows (December 2012) plus an annual allowance for capital replacement.
- 3 RPCP cashflows. The values include the actuals up to June 2019, and then estimated cashflows from July 2019 onwards. It is assumed that the high level of utilisation enjoyed prior to the pandemic will materialise again and continues. It is also assumed that fees and expenses are increased as per the Strategic Financial Plan.

In total the RPCP is projected to have an overall benefit of \$17.5 million which is \$12.8 million more when compared to the baseline and \$2.0 million more than the Business Case. The chart shows that the cumulative cashflows by year 2037-38 the RPCP will deliver a positive cashflow, this is several years earlier than the business case due to the lower capital costs and lower funding costs.



The table below lists the key observations from the review of the RPCP and the learning points that may be considered in the assessment of a second MSCP.

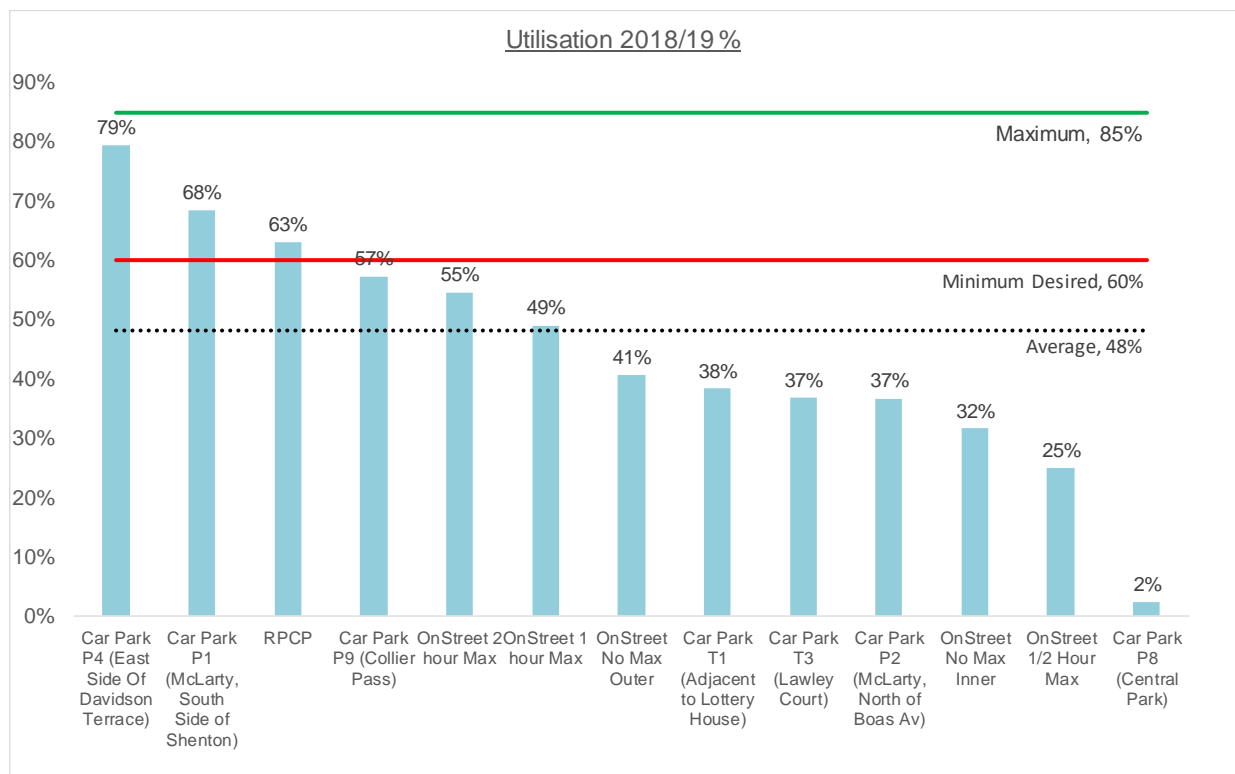
Issue	Learning Point	Observation for MSCP2
1 Flexible Design	The RPCP is built solely as a MSCP without much flexibility to be converted to alternative uses if demand for car parking reduces.	There is a possibility that demand for car parking may be affected by disruptive technologies in the longer term.
2 Project Management	The City applied an industry-standard process for managing the project, employing a temporary project manager who was able to oversee all the contracts.	The processes applied for the RPCP were successful and would be used again.
3 Existing Utilisation	The RPCP was built on top of an on-grade car park of 141 bays that was already highly utilised. The benefits of the RPCP can only be measured by comparing to the income already received.	The demand planning for a second MSCP should consider carefully the existing utilisation and future potential demand. The financial assessment must take account of the income already received at on-grade car park.
4 Demand Planning	The business case for the RPCP relied heavily on detailed customer and business feedback. However, that feedback was still mostly subjective and did not necessarily provide substantial evidence that the facility would be utilised well and pay for itself.	It is extremely difficult to reliably forecast the future demand for car parking and optimise the timing or location of a second MSCP. Indeed, the provision of increased parking facilities may be a risk but can provide the stimulus for economic growth which the City needs to help drive.
5 Operating Expenses	The operating expenses of the RPCP are higher than the business case, predominately due to unforeseen building expenses and also because the RPCP is fully staffed from 6am to 8pm.	A second MSCP will provide opportunities for operating expenses to be shared for example both buildings could be remotely managed with existing administration staff, rather than dedicated on-site officers.
6 Operating Model	The RPCP operates successfully, due to ticketless parking and the management by Parking Services.	A second MSCP should evaluate fully the technological opportunities available at the time and consider the optimum operating model.

The RPCP is regarded as a successful project, both in terms of the planning and its operation. The facility is now heavily utilised and is now paying for itself. Most importantly the facility has helped to stimulate economic growth as it allows for commuters to Joondalup to securely leave their vehicle in an affordable facility. As the RPCP is just about at maximum capacity this raises the obvious question of whether the City should take a further risk and build another MSCP to help stimulate economic growth and to demonstrate to businesses and users that Joondalup can be relied upon for accessible parking.

DETAILS

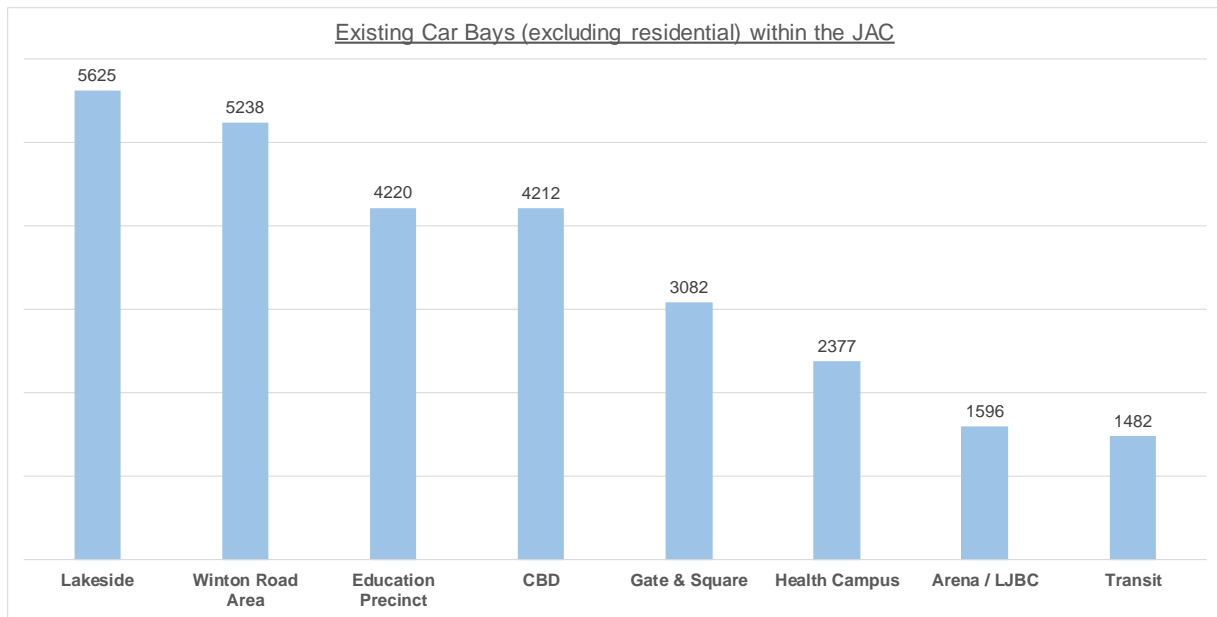
Utilisation of City of Joondalup (COJ) Parking Bays

The chart below summarises the utilisation for 2018-19 for each zone of City's paid parking bays, this shows that there are pockets of high utilisation but more areas with low or medium utilisation. Ideally utilisation should be minimum 60% or maximum 85% but the overall average is 48% which therefore suggests that there is currently an oversupply of parking bays by the City. However the 48% overall average is low due to zones such as Lawley Court which have low utilisation but are not in an area that would be expected at this point to have high utilisation, so the reference to the 48% overall average needs to bear this in mind.



Existing Car Bays in Joondalup

A review of existing car bays, excluding residential, within Joondalup has recently been completed in support of this report. The review covered the area of Joondalup as defined within the *Joondalup Activity Centre Plan (JAC)*, which is bounded by Moore Drive to the north, Lakeside Drive to the east, Ocean Reef Road to the south and Mitchell Freeway to the west. The review included all public car bays and those that may be classed as private use (such as for patrons or employers of a business) but excluded residential bays. There are approximately 28,000 car bays in Joondalup (excluding residential), the chart below has summarised these into eight geographical areas.



Growth of Joondalup

The North-West region (City of Wanneroo and City of Joondalup) will continue to experience high population growth in the years ahead with the population almost doubling between 2015 and 2050, from 351,182 people to 671,465. Whilst most of this growth will be in the northern areas of the City of Wanneroo this will result in large increases in car trips to Joondalup for a variety of reasons (health, leisure, shopping, business). Meanwhile the suburb of Joondalup itself is also projected to enjoy high residential growth with the number of dwellings increasing from 3,953 in 2015 to 6,463 by 2050.

The JAC includes projections for increased jobs and floor space in Joondalup, which align with the increase in regional population and increased dwellings. The two tables below consider the potential increase in car bays required if there was a linear relationship between car bays and jobs or employment floor space.

Growth Scenario (1) Employment	Potential Increase			
	2020	2050	Increase	%
Jobs	17,025	44,983	27,958	164%
Bays per Job	1.64	1.64		
Parking Bays in Joondalup	28,000	73,981	45,981	164%

Growth Scenario (2) Floor Space	Potential Increase			
	2020	2050	Increase	%
Employment Floor Space	842,435	1,517,365	674,930	80%
Bays per 100 sqm	3.32	3.32		
Parking Bays in Joondalup	28,000	50,433	22,433	80%

Specific Developments

Some of the key recent and future developments in Joondalup City Centre which will have an impact on the demand for car parking are as follows:

- DWER have moved their state offices to Joondalup with the first major Prime West building in Joondalup, this has resulted in a relocation of 700 employees and almost near full utilisation of RPCP.
- Prime West has recently announced a further office block in the same lot (corner of Reid Promenade / Davidson Terrace) with a potential 12,000m² development (although no development application has yet been received). Initial indications are that there would be less than 200 car bays within the development itself so it is highly likely that there would be a need for parking elsewhere, whilst the existing land space is used for parking so existing users will be displaced.
- Quest apartments has recently opened with 90 rooms but no on-site parking.
- Arthouse apartments are now completed and will be opened imminently. There will be 171 apartments and will have 242 car bays, which includes 11 bays for commercial. The ratio of bays to apartments is approximately 1.4 and there is a likelihood that demand for car parking is affected either through visitors or where there are residents unable to secure one of the 242 bays.
- Boas Place development - Boas Place is intended to be developed into a mixed use site, with office, residential, City administration, aged care. Several studies have been completed, the most recent was an "Order of Magnitude Business Case" completed in 2019. The development can only progress once there is sufficient demand and appetite in the marketplace. In terms of the impacts on parking the new developments would put further pressure on the highly utilised RPCP. Indeed, one of the key impacts would be the displacement of existing staff parking (almost 200 bays) and the public car park at Lotteries House.

- Health campus continued expansion. Application has been received to extend existing multi-deck parking by a further 408 car spaces.
- Department of Housing (Connect) - The Department of Housing announced several years ago the intent to develop Lot 9000 for residential dwellings. This project would have significant impacts for the City in terms of population and demand for facilities. There are no timescales yet for start of construction.
- Basketball Stadium Site - DevelopmentWA have appointed a developer for this site to be developed as a mixed use site.
- City North - new approvals issued in 2020 for psychiatric hospital at 18 Grand Boulevard and a hotel at Kyle Court.

Disruptive Technologies

Western Australia currently has 0.61 passenger vehicles per person, this is a ratio that has grown over the past few decades due to economic growth, but it has remained static during the past five years. One of the key issues for future supply and demand of parking is to understand the impact of disruptive technologies on car ownership, trips likely to be taken and the reduced need for car parking.

The term “disruptive technology” relates to something that changes (that disrupts) the status quo or accepted practices within an industry. In the context of transport and parking, there are multiple disruptive technologies that could impact on how journeys are taken, car ownership and demand for parking, these include the following:

- Autonomous vehicles - most passenger vehicles have some degree of autonomy already, referred to as Level one (such as cruise control) but the majority of functions still require human control. The ultimate autonomous level is level five where vehicles can drive completely by themselves without any human intervention in an open road network which may involve other autonomous vehicles, human drivers and pedestrians. There are no level five vehicles operating yet. If and when, level five autonomous vehicles eventuate they would still need to park somewhere, however proximity of parking may not be as relevant in planning for car parking.
- Working from home - this type of practice is also becoming more prevalent, encouraging greater efficiency, job satisfaction and less vehicle trips.
- Ride-sharing (such as Uber and Ola) - the costs of temporary hire using another driver have reduced significantly in the past few years. If the costs were to reduce further, which ride-sharing companies are aiming to do by using autonomous vehicles, and availability is improved, there is a possibility that some households make an economic decision to reduce the number of cars in their household and use ride-sharing companies for some or all of their journeys. Indeed as working from home becomes more prevalent, which results in their vehicles being idle for more of the time, the economic argument to dispose of vehicles becomes stronger.
- Car Share Network and On-demand vehicles - there are also business models now operating in several countries where vehicles can be hired for driving for short periods of time. For example, GoGet is established in five cities in Australia (Adelaide, Brisbane, Canberra, Melbourne and Sydney) with 3,400 vehicles. Users pay a monthly membership fee as well as charges for usage (hourly or daily rates), cars are parked at designated areas (car parks, shopping centres, airports) and have to be dropped off at a designated location. This type of model would only be feasible where there is a high concentration of users. There is no indication yet of any such business model being introduced in Western Australia.

- Public Transport - there is of course enhancements to public transport (such as Metronet) which have the potential to encourage households to reduce car ownership and use subsidised public transport. Whilst public transport by itself is not necessarily classed as disruptive technology, there is a possibility that households reduce cars by using a mixture of increased public transport and ride-sharing.
- Park and ride facilities.
- Bicycles - the bike network continues to be enhanced and there is a greater emphasis today on fitness.
- Retail visits reducing due to home shopping / deliveries.

The impacts of disruptive technologies on demand for parking are potentially far-reaching. However at this stage many of the potential developments such as driverless vehicles are still some way off being introduced on mass and there are no clear projections of the potential reductions in vehicle ownership. Private passenger vehicles spend at least 95% of their time parked but during that 95% period they still need to be paid for (registration, servicing, depreciation, insurance). In the future, there are so many different options for households to evaluate alternative methods for car ownership it is highly likely that car ownership reduces and potentially reduces demand for car parking.

There have been projections that by 2020 autonomous vehicles would be in the marketplace, but this has not materialised because technologies are not yet able to deal with all scenarios and it is still cost prohibitive. There are bold statements from some companies of the use of driverless vehicles, for example; Uber has stated it will be fully autonomous by 2030.

It is impossible to predict when disruptive technologies will have a significant impact on demand for parking. However, as the useful life of infrastructure such as a MSCP exceeds 40 years it is highly probable that during the design life of any further MSCPs that one or more disruptive technologies will impact on demands for parking. Consequently this risk requires developers of MSCPs to consider future proofing them, so that they could potentially be converted to residential or commercial use at a later point in time.

Parking Supply and Management Plan (PSMP)

The City has determined that it is appropriate to develop a PSMP to both implement the *Joondalup Activity Centre Plan* and apply an equitable, transparent, sustainable and coherent approach to parking citywide. Importantly, the PSMP will set priorities for parking including establishing a hierarchy of user groups.

The PSMP will evaluate the following key issues that will be of use to the City in assessing the feasibility of a second MSCP:

- Demand Modelling - the PSMP will provide a clearer assessment of existing demand / supply and future projections. It is vital that the volume of trips is considered as the key variable, rather than the number of jobs. However the PSMP will be faced with the same uncertainties as explored in this report, the impacts of disruptive technologies.
- Parking Cap placed on Joondalup - the *Joondalup Activity Centre Plan* indicated that the traffic network could only reasonably cope with another 10,000 bays in the City. This cap will be reviewed in the PSMP.
- Fees - the PSMP will also evaluate scenarios for fee structure and how this may influence demand for parking.

It is therefore prudent for the City to review the outcomes of the PSMP before it commits to build a second MSCP, the Parking Supply and Management Plan will be completed by December 2020.

Supply and demand Summary Comments

The projections for growth of Joondalup appear to indicate a compelling case for providing more parking and a second MSCP. There is a risk that disruptive technologies will reduce the demand for parking during the design life of either the current MSCP or any future MSCP constructed. These uncertainties should be considered against the need for the City to take a measured approach with economic development and risk. The first MSCP is successful and has proven to be an economic activator. It should also be acknowledged that not doing anything or delaying until the impacts of disruptive technologies are clearer also has significant risk to the economic sustainability of the Joondalup Activity Centre.

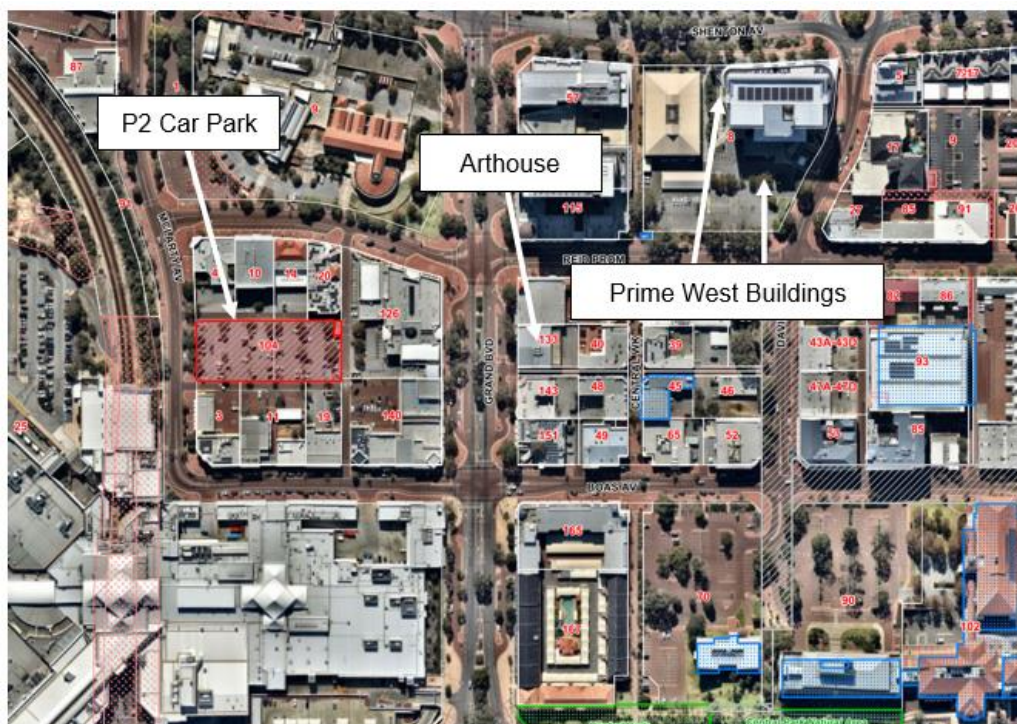
Issues and options considered

Location – P2 Car Park 104 McLarty Avenue (west of Boas Place / east of Reid Promenade)

A separate analysis has evaluated all potential locations of City freehold land in Joondalup City Centre and clearly concluded that the optimum site for a second MSCP is the location of P2 Car Park at 104 McLarty Avenue (see location below). This site is the optimum site because of the following key features:

- Size of the site is 3,727m² and almost identical to the land size of RPCP which is 3,701m².
- Access to the site is good (although a traffic study to evaluate access will be required).
- Arthouse apartments are very close.
- PrimeWest second building would be reasonably close.
- Train station.
- The building has the potential to further activate the immediate area of Boas Place / McLarty Avenue.

In summary this has outstanding potential to help support economic growth in the City Centre.



Financial / budget implications

Disclaimer

Note that there are no quantity surveyor costings or current sketches of what a MSCP may look like at 104 McLarty Avenue. A high-level financial evaluation has been prepared, most of the assumptions are indicative only but at least give an indication of the potential at the site and the key differences between the options. As part of the next phase of the project the financials will be evaluated in more detail and where necessary external advice will be sought.

Options

The City's *Joondalup Activity Centre Structure Plan* requires new buildings that face on to the street to have retail or commercial ground floor frontage, so all options have at least two floors of commercial or retail. The following four options have been evaluated:

- Baseline – existing income and expenses for the on-grade car park at 104 McLarty Avenue, which has 137 bays.
- Option 1 – MSCP with two floors of commercial and then six floors of parking, a total of eight floors.
- Option 2 – as per Option 1 but with an additional two floors of residential.
- Option 3 – Future Proofed MSCP with additional specification to allow it to be converted for residential or commercial purposes at a later point in time if demand reduces.

The table below summarises the key features of the four options.

Options Scope - Building -	Base Do Nothing - At Grade Car Park	Option1 2 Floors Commercial	Option2 2 Floors Commercial + 2 Floors Residential	Option3 Future proofed for conversion
1 Location	104 McLarty Avenue (Car Park P2)			
2 Car Bays	137	600	600	600
3 Commercial		✓ 2 Floors	✓ 2 Floors	✓ 2 Floors
4 Residential			✓ 2 Floors	
5 Total Floors		8 Floors	10 Floors	8 Floors

Indicative One-Off Costs

The table below summarises the following one-off cost assumptions for each option:

- Line one \$17.1 million – This is the value currently held in the Strategic Financial Plan for a second MSCP and is based on the final costs of the RPCP, this is based on a construction cost per bay of \$30,000. There would be different challenges (such as topography) that would result in a different cost, but it is a reasonable working assumption for a high level financial evaluation.
- Line two Commercial floors \$9.9 million – This is based on 3,000m² (1,500m² on each floor) at \$3,000 per square metre plus 10% for fit-out.
- Line three (Option 2 only) Residential Floors of \$12.0 million – It is assumed that the City would achieve at least a 20% profit on those floors with income of \$14.4 million (32 apartments x \$450,000 sales price).

- Line four (Option 3 only) – An additional 33% cost is added (\$3.9 million) because it is assumed that to future-proof a MSCP requires 33% additional costs. This is not based on any detailed costings but is a figure referred to within online articles and informal discussions with members of Parking Industry bodies and builders. To future-proof a MSCP for conversion later on for residential or commercial purposes would need to consider the following:
 - Flat style floors not ramped like the RPCP.
 - Ramps would need to be more carefully positioned such as outside or at the end of the walls.
 - Infrastructure for services (such electrical, air conditioning) would need to be considered.
 - Height would need to be increased.
 - Columns would need additional weight.

Capital & Other One-Off Costs (excl inflation)		Base	Option1	Option2	Option3
		Do Nothing - At Grade Car Park	2 Floors Commercial	2 Floors Commercial + 2 Floors Residential	Future proofed for conversion
1 Capital Costs based on RPCP	\$000s		(\$17,100)	(\$17,100)	(\$17,100)
2 Commercial Floors	\$000s		(\$9,900)	(\$9,900)	(\$9,900)
3 Residential Floors	\$000s			(\$12,000)	
4 Future Proofing	\$000s				(\$3,876)
Total One-off Costs	\$000s		(\$27,000)	(\$39,000)	(\$30,876)

Operating Income and Expenses

The operating model and expenses include the following assumptions:

- Building maintenance and cleaning expenses similar to RPCP, approximately \$100,000 per year.
- Operating expenses are assumed to be similar to the RPCP, although there would be an opportunity to spread operational costs (such as parking officers) between both sites, so it is assumed that there would be two FTEs required each day spread between both sites.
- Commercial rental income of \$810,000 per year, based on \$300 per m² and an average 10% vacancy rate. There would also be outgoings incurred of \$81,000.
- Rates income per annum is assumed for both commercial (\$70,000) and residential (\$42,000).
- Parking fees and utilisation of car parking. It is assumed that current parking fees would be applied in a second MSCP and a daily rate is also assumed (equivalent to five hours). Different levels of utilisation are modelled, from 60% (minimum expected) to 90% (maximum) the results of which are summarised below.

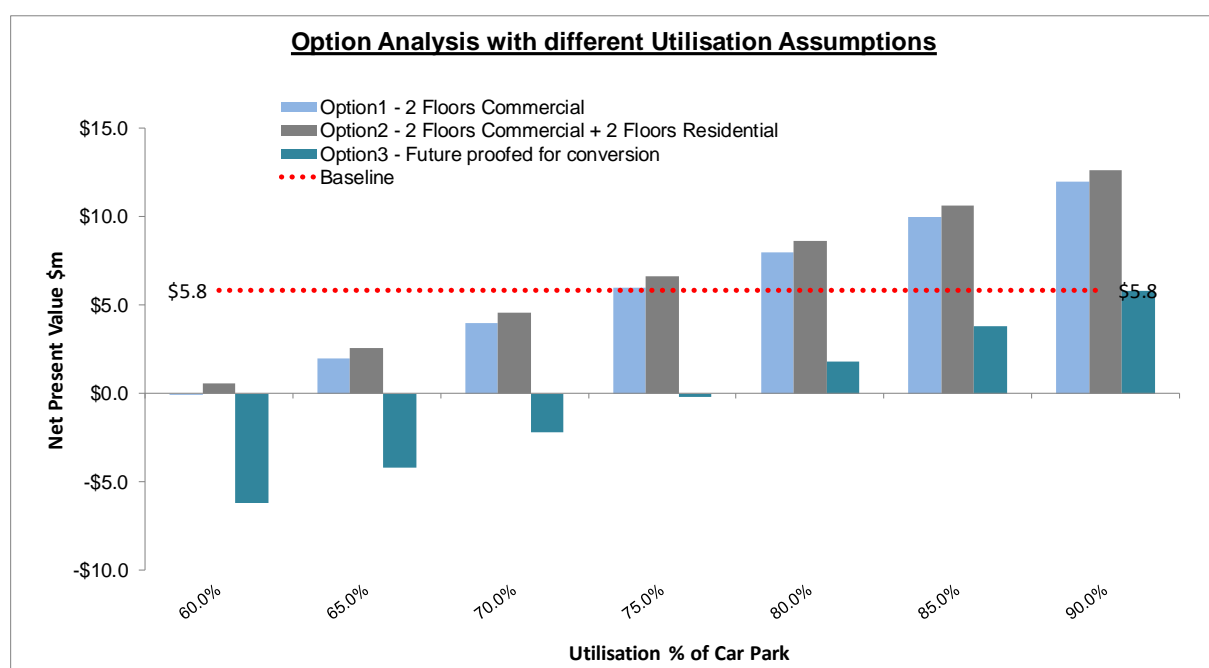
Summary Financial Impacts

The key consideration in the financials is to generate a Return on Investment (ROI) greater than the existing base option (137 at-grade car bays). The existing at grade car park of 137 bays will generate a positive Net Present Value (NPV) of \$5.8 million after 40 years so for a MSCP option to be considered better, it is required to generate a NPV higher than \$5.8 million.

The chart below shows the 40 year NPV of each option for different levels of utilisation (from 60% to 90%) and indicates that:

- all options at 70% utilisation or less would have a lower NPV than the base option
- at 75% utilisation Option 1 and Option 2 would be equal or higher than the base option
- at 80% utilisation and above both Option 1 and Option 2 achieve a higher NPV
- option 3 fails to achieve a higher NPV in any scenario, and only comes close with 90% utilisation.

The indicative financial evaluation suggests that there would be a high threshold in terms of utilisation and breaking even, but again it must be stressed that these financials are high level only and require further refinement. The analysis does not include the social and broader economic benefits which would be considerable.



Legislation / Strategic Community Plan / Policy implications

Legislation *Local Government Act 1995.*

Strategic Community Plan

Key theme Economic Prosperity, Vibrancy and Growth.

Objective Primary Centre status – For the Joondalup City Centre to be the first Strategic Metropolitan Centre in Western Australia to achieve Primary Centre Status.

Strategic initiative Pursue the construction of multi-storey car park facilities within the Joondalup City Centre to facilitate greater accessibility.

Policy Not applicable.

Risk management considerations

There is risk in the City constructing a second MSCP and it is not highly used. The existing at grade car park at 104 McLarty Avenue is well used but does not enjoy maximum utilisation so if the City were to build a MSCP there does not automatically result in more users parking there. However, there will be further economic growth in the City.

Opportunities

There are a number of opportunities for the second MSCP and parking overall:

- parking as a business has the potential to assist businesses and increase revenue streams
- there is an under provision of parking for medical industry in Joondalup
- prestige vehicles could be stored (at a premium) in the City's MSCPs
- trailers / camper vans storage is another potential opportunity
- McLarty Avenue site would need to ensure that there is activation on all sides (such as the eastern side) and not just the creation of alleys
- portable MSCP – there are new opportunities for building MSCPs, a modular portable construction is possible. This would have a residual value and could be dismantled in the future and relocated or sold
- incremental costs for construction of additional floors are cheaper than the lower floors.

Regional significance

The provision of a second MSCP would help support the increase in population in the north west region.

Sustainability implications

The potential construction of a second MSCP would have significant sustainability implications as follows:

- Environmental – the construction would need to comply with all standard building environmental regulations. Ideally the facility could incorporate the latest in environmental design and exploit solar power. Additionally, consideration would need to be given to providing for the potential growth in electric cars.
- Future-proofing a site for potential conversion to alternative use has been a key part of the feasibility review.
- Social – the MSCP would need to ensure that patrons can access the site safely and that there are adequate safety measures (such as CCTV) in place to minimise the risks of theft or other issues.
- Economic – a second MSCP has the potential to serve as an economic activator for the City and to help increase growth by showing investors that the City has sufficient, safe and affordable parking.

Consultation

Informal consultation with third parties has taken place, mostly on the issue of future proofing, the following list is provided of the third parties consulted:

- Parking Travel Consultants (PTC).
- Parking Australia.
- City of Monash.
- Existing Car Bays in Joondalup.
- Georgiou.
- Parkd.

COMMENT

There are approximately 28,000 car bays in Joondalup which may initially appear to be an over supply however when the bays that are designated for specific private uses and a lack of sharing are considered, the number of available bays reduces dramatically. The projections for growth in jobs and floor space of Joondalup and the population growth in the north west region are strong. The growth indicates that a second MSCP should be planned and constructed within the short to medium term so that the City can play its part in supporting economic growth by ensuring an adequate supply of parking. The major risk with car parking though is the potential impact of disruptive technologies, because this could reduce the demand and therefore result in a facility which operates at a loss in the longer term.

The City therefore needs to take a measured approach before committing to a second MSCP. It is much more likely in the next 20 years that Joondalup will see further significant growth than there will be large reductions in car ownership and demand for car parking. The problem is that no one knows when or if the demand will drop. The City could potentially build a second MSCP which is future-proofed and can be converted if demand reduces so there needs to be more research in this area.

Recommendations / Next Steps

In summary, the City should continue to plan for a second MSCP but needs to undertake further research and actions to mitigate the risks before committing. The following actions are proposed:

- 1 Concept Design for a multi-purpose MSCP and a future proofed MSCP to be prepared, including an Opinion of Probable Cost.
- 2 Parking Supply and Management Plan completed by December 2020.
- 3 Disruptive Technologies – continue to assess the developments and potential impacts on car ownership and demand for car parking.
- 4 Other Car Park Operators and Local Governments – research how they are planning for the impact of disruptive technologies.
- 5 Existing Car Bays in Joondalup – the City should maintain a register of existing car bays based on new developments and changes.
- 6 Update feasibility report.

VOTING REQUIREMENTS

Simple Majority.

Mayor Jacob left the Chamber at 6.49pm.

MOVED Cr Poliwka, SECONDED Cr McLean that Council:

- 1 NOTES the feasibility for the City to construct a second multi-storey car park as detailed in this Report;**
- 2 REQUESTS the Chief Executive Officer prepare concept plans for a second multi-storey car park, which considers and addresses the incorporation of commercial uses within the site and elements that future proof the overall development.**

The Motion was Put and

CARRIED (6/0)

In favour of the Motion: Crs Logan, Jones, McLean, Poliwka, Raftis and Thompson.

Appendix 3 refers

To access this attachment on electronic document, click here: [Attach3agnMPF201002.pdf](#)

ITEM 4 2020-21 CAPITAL WORKS PROGRAM UPDATE

WARD	All
RESPONSIBLE DIRECTOR	Mr Nico Claassen Infrastructure Services
FILE NUMBER	107023; 101515
ATTACHMENTS	Attachment 1 Capital Works Project Report 2020-21 Attachment 2 Ellersdale Park Clubrooms Refurbishment Attachment 3 Emerald Park Community Facility Upgrade Attachment 4 Whitfords Nodes Park Health & Wellbeing Hub Attachment 5 Burns Beach to Mindarie Dual Use Path Attachment 6 Moolanda Park Landscape Master Plan Attachment 7 Craigie Leisure Centre Upgrades Stage 1 Attachment 8 Chichester Park Clubrooms Redevelopment Attachment 9 Percy Doyle Floodlighting Upgrades Attachment 10 Leafy City Program Attachment 11 Joondalup City Centre Lighting Attachment 12 Emerald Park Floodlighting
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 Major Projects and Finance Committee to note the update on the *2020-21 Capital Works Program* and the bi-monthly project status reports for capital works projects.

EXECUTIVE SUMMARY

The Capital Works Project Report for the 2020-21 program as at 30 September 2020 is attached (Attachment 1 refers).

At the Major Projects and Finance Committee meeting held on 13 July 2020 the committee determined which capital works project reports were required and the frequency of reporting. The bi-monthly project reports are attached (Attachments 2 to 12 refer).

It is therefore recommended that the Major Projects and Finance Committee NOTES:

- 1 *the report on the Capital Works Projects for 2020-21 as at 30 September 2020 forming Attachment 1 to this Report;*
- 2 *the Bi-monthly Project Status reports forming Attachments 2 to 12 to this Report.*

BACKGROUND

At its meeting held on 4 November 2019 (JSC03-11/19 refers), Council resolved, in part as follows:

“That Council:

“1 BY AN ABSOLUTE MAJORITY ESTABLISHES a Major Projects and Finance Committee, with the role being to:

- 1.1 oversee the progress of the City’s annual capital works program and review of the City’s Five Year Capital Works Program;*
- 1.2 make recommendations to Council on modifications of capital works projects and major strategic capital projects;”*

At its meeting held on 13 July 2020 the Major Projects and Finance Committee requested that the following project reports from the *2020-21 Capital Works Program* be provided on a bi-monthly basis:

Project Code	Project Description
BCW2562	Ellersdale Park Clubrooms Refurbishment
BCW2629	Emerald Park Community Facility Upgrade
FNM2054	Whitfords Nodes Park Health & Wellbeing Hub
FPN2240	Burns Beach to Mindarie Dual Use Path
PDP2118	Moolanda Park Landscape Master Plan
MPP2050	Craigie Leisure Centre Upgrades Stage 1
MPP2058	Chichester Park Clubrooms Redevelopment
MPP2069	Percy Doyle Floodlighting Upgrades
SSE2057	Leafy City Program
STL2003	Joondalup City Centre Lighting
STL2051	Emerald Park Floodlighting

DETAILS

The Capital Works Project Report for the 2020-21 program as at 30 September 2020 is provided as Attachment 1 to this Report.

A summary of the projects and their current status is detailed in the bi-monthly project reports forming Attachments 2 to 12 to this Report.

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 Major Projects and Finance Committee may only recommend to 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.

VOTING REQUIREMENTS

Simple Majority.

The Chief Executive Officer left the Chamber at 6.59pm and returned at 7.02pm.

Cr Raftis left the Chamber at 7.02pm and returned at 7.04pm.

Cr Poliwka left the Chamber at 7.06pm.

MOVED Cr Thompson, SECONDED Cr Logan that the Major Projects and Finance Committee NOTES:

- 1 the report on the Capital Works Projects for 2020-21 as at 30 September 2020 forming Attachment 1 to this Report;**
- 2 the Bi-monthly Project Status reports forming Attachments 2 to 12 to this Report.**

The Motion was Put and

CARRIED (5/0)

In favour of the Motion: Crs Logan, Jones, McLean, Raftis and Thompson.

Appendix 4 refers

To access this attachment on electronic document, click here: [Attach4agnMPF201002.pdf](#)

ITEM 5 **CONFIDENTIAL – STATUS REPORT ON WARWICK COMMUNITY FACILITIES – WARWICK ACTIVITY CENTRE**

WARD	South Ward
RESPONSIBLE DIRECTOR	Mr Garry Hunt Office of the CEO
FILE NUMBER	63627; 105946; 101515
ATTACHMENTS	Attachment 1 Centre Location Plan Attachment 2 Warwick Community Facilities Attachment 3 Draft Needs, Planning and Commercial Analysis Report (available electronically only) Attachment 4 Local Crown Land Sites Attachment 5 Project Philosophy and Parameters on Upgrade of Community Facilities (CJ009-02/14)
	<i>(Please Note: The Report and Attachments are Confidential and will appear in the Official Minute Book only)</i>
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.

This report is confidential in accordance with section 5.23(2)(h) of the *Local Government Act 1995*, which also permits the meeting to be closed to the public for business relating to the following:

- *Such other matters as may be prescribed.*

A full report was provided to elected members under separate cover. The report is not for publication.

Cr Poliwka entered the Chamber at 7.08pm.

Cr Jones left the Chamber at 7.27pm.

Cr McLean left the Chamber at 7.35pm.

MOVED Cr Thompson, SECONDED Cr Logan that Council:

- 1 NOTES the consultant's draft report on the finalisation of the needs, planning and commercial analysis concerning the Warwick Community Facilities on Lot 3 (12) Dorchester Avenue, Warwick, Lot 920 (2) Dugdale Street, Warwick and Lot 905 (6) Dugdale Street, Warwick;**
- 2 NOTES that the philosophy and parameters associated with the redevelopment of community facilities within the Warwick Activity Centre or its proximity endorsed by Council at its meeting held on 17 February 2014 (CJ009-02/14 refers), and the content of the consultant's draft report on the needs, planning and commercial analysis will form the basis of the City's progress towards the development of a multi-functional community facility;**
- 3 AUTHORISES the Chief Executive Officer to explore options on how to progress the development of a multi-functional community facility within the Warwick Activity Centre or its proximity including making contact with the two major landowners in the Warwick Activity Centre to determine their level of interest in acquiring City land;**
- 4 REQUESTS the Chief Executive Officer to provide ongoing progress reports to the Major Projects and Finance Committee on a six monthly basis.**

The Motion was Put and

CARRIED (4/0)

In favour of the Motion: Crs Logan, Poliwka, Raftis and Thompson.

ITEM 6 CONFIDENTIAL – STATUS REPORT ON THE INTEREST IN CITY FREEHOLD LAND – LOT 67 (5) TRAPPERS DRIVE, WOODVALE

WARD	Central Ward
RESPONSIBLE DIRECTOR	Mr Garry Hunt Office of the CEO
FILE NUMBER	63627; 107525; 101515
ATTACHMENTS	Attachment 1 Location Plan Attachment 2 Site Plan Attachment 3 Needs and Feasibility Study Draft Report (only available electronically) Attachment 4 Concept Design
	<i>(Please Note: The Report and Attachments are Confidential and will appear in the Official Minute Book only)</i>
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.

This report is confidential in accordance with section 5.23(2)(e)(ii) of the *Local Government Act 1995*, which also permits the meeting to be closed to the public for business relating to the following:

- *A matter that if disclosed, would reveal information that has a commercial value to a person.*

A full report was provided to elected members under separate cover. The report is not for publication.

Cr McLean entered the Chamber at 7.37pm.

OFFICER'S RECOMMENDATION

That Council:

- 1 NOTES the consultant's draft report on the finalisation of the needs and feasibility study concerning the City owned Lot 67 (5) Trappers Drive, Woodvale;
- 2 AUTHORISES the Chief Executive Officer to provide related information from the 'Woodvale Community Hub – Needs and Feasibility Study' shown as Attachment 3 to this Report to the adjoining landowners to Lot 67 (5) Trappers Drive, Woodvale in order to assist with the preparation of a refined concept design for a new multi-functional community facility;
- 3 REQUESTS the Chief Executive Officer to provide a progress report to the Major Projects and Finance Committee or Council at a date to be determined.

MOVED Cr Poliwka, SECONDED Cr Logan that Item 6 – Confidential – Status Report on the Interest in City Freehold Land – Lot 67 (5) Trappers Drive, Woodvale BE REFERRED BACK to the Chief Executive Officer to allow the issues as discussed by the Committee to be further investigated and subsequently reported on.

The Motion was Put and

CARRIED (5/0)

In favour of the Motion: Crs Logan, McLean, Poliwka, Raftis and Thompson.

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 8.04pm; the following Committee Members being present at that time:

Cr John Logan
Cr Tom McLean, JP
Cr Russell Poliwka
Cr John Raftis
Cr Suzanne Thompson