



MINUTES OF COUNCIL MEETING
HELD ON 9 MAY 2000

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CITY OF JOONDALUP

MINUTES OF COUNCIL MEETING HELD IN COUNCIL CHAMBER, JOONDALUP CIVIC CENTRE, BOAS AVENUE, JOONDALUP, ON TUESDAY, 9 MAY 2000

ATTENDANCES

Mayor:

J BOMBAK, JP

Elected Members:

Cr P KADAK	Lakeside Ward	
Cr L A EWEN-CHAPPELL	Lakeside Ward	
Cr D S CARLOS	Marina Ward	
Cr S P MAGYAR	Marina Ward	<i>Absent from 1948 hrs to 1955 hrs</i>
Cr A T NIXON	North Coastal Ward	
Cr J F HOLLYWOOD, JP	North Coastal Ward	
Cr A A WALKER	Pinnaroo Ward	
Cr P ROWLANDS	Pinnaroo Ward	
Cr T BARNETT	South Ward	
Cr A W WIGHT, JP	South Ward	<i>Absent from 2020 hrs to 2023 hrs</i>
Cr A L PATTERSON	South Coastal Ward	<i>Absent from 1945 hrs to 1947 hrs</i>
Cr G KENWORTHY	South Coastal Ward	
CR C MACKINTOSH	Whitfords Ward	

Officers:

Chief Executive Officer:	L O DELAHAUNTY
Director, Resource Management:	J B TURKINGTON
Director, Planning & Development:	C HIGHAM
Director, Infrastructure Management:	D DJULBIC
Director, Community Development:	C HALL
Acting Executive Manager, Strategic Planning:	J KIRTON
Manager, Executive Services:	K ROBINSON
Manager, Council Support Services:	M SMITH
Publicity Officer:	L BRENNAN
Committee Clerk:	J AUSTIN
Minute Clerk:	L TAYLOR

APOLOGIES AND LEAVE OF ABSENCE

Apology - Cr J Hurst

There were 21 members of the Public and 2 members of the Press in attendance.

The Mayor declared the meeting open at 1904 hrs.

PUBLIC QUESTION TIME

The following questions were submitted on behalf of the Mullaloo Progress Association by Mr M Sideris, Acting President:

Q1 Can Council please advise when the consultative forum group will be established for the proposed Precinct Study at Mullaloo Beach?

A1 The process for preparing the concept for the Mullaloo precinct has commenced and it is intended that the Focus Group will be formed by the end of May 2000.

Q2 With regard to the Mullaloo Tavern Site, can you advise if a building application or redevelopment proposal has been submitted or applied for?

A2 No development application has been received.

Q3 With reference to the Mullaloo Tavern Site, has the Council or Council officers had any preliminary discussions regarding the redevelopment of the site and adjacent public carparks and park reserve? This progress Association in 1974 had some concerns with the original Liquor License application for this site and would like to be reassured that similar questionable processes do not reoccur.

A3 Council officers have met with representatives of the Mullaloo Tavern on a number of occasions to discuss development requirements in accordance with Town Planning Scheme. The overall development in the area will to a large extent be guided by the concept adopted by Council following the public consultation process.

Mr B Moffett, Kallaroo:

Q1 In relation to my question raised at the Council meeting held on 28 March, has there been any action taken regarding speeding traffic in Aristride Avenue, Kallaroo?

A1 *Response by Director Infrastructure Management:* Council officers will be investigating this issue, and as part of the budget deliberations priorities will be set on various traffic management projects throughout the City.

Q2 How will the results of these investigations be made available?

A2 *Response by Director Infrastructure Management:* You will be notified directly on the results.

Q3 Could I be advised of the number of rangers employed by the City of Joondalup, a job description of rangers' duties, and the number of vehicles used by Ranger Services.

A3 *Response by Director Community Development:* This question will be taken on notice.

Mr Vic Harman, Ocean Reef:

Q1 Item CJ108-05/00, Attachment 1, Page 1, headed "Road Improvement Projects – Section of Proposed Dual Carriageway. I understand that Hodges Drive will be made a dual carriageway eventually and also the proposal is to extend Ocean Reef Road to Shenton Avenue. Will that section of road be also dual carriageway? Does the amount of money supplied cover a dual carriageway?"

A1 Response by Director Infrastructure Management: Shenton Avenue will be a dual carriageway. In relation to Hodges Drive, we are reviewing the design and will take into consideration the adjacent high school. This may not be made into a dual carriageway; service roads may be provided to service the school, as well as a roundabout at the intersection of Constellation Drive.

Q2 If that is the case, what will happen to that section of Ocean Reef Road from Marmion Avenue to Hodges Drive, which is at the moment a single carriageway but has the capacity for a dual carriageway? Will this eventually be a dual carriageway when the extension of Ocean Reef Road to Shenton Avenue takes place?"

A2 Response by Director Infrastructure Management: A report will be presented to the next meeting of Council regarding the extension of Ocean Reef Road, and a proposal put forward for Council's consideration in relation to making this a single lane boulevard and looking at providing parking within the road reserve for access to the various beach locations. Our suggestion will be not to duplicate it but to make it a single lane boulevard in keeping with the amenity of the area.

Mr M Sideris, Mullaloo:

Q1 With reference to the Crime Study and Customer Safety Study, can you advise me of the total cost and breakdown of costs for the study?"

Q2 Who prepared the brief for the consultants and did that brief include a Crime Audit?"

Q3 If a Crime Audit was to be included in the study plan, can you advise me when we will receive a Crime Audit report?"

A1-3 These questions will be taken on notice.

Mrs K Tipper, 4 Tack Place, Ocean Reef:

Q1 In relation to the dog walking restrictions at Burns Beach, I understand that a footpath is to be extended towards Mullaloo. Can the same restrictions to dogs apply on that footpath when it is extended?"

A1 Response by Director Community Development: This will depend on whether the extension is on an A-Class Reserve. If that is the case, then dogs will be prohibited.

Q2 The population of Ocean Reef has grown rapidly over recent years and would presumably include many more dog owners. When can we expect to have more areas designated for dogs?"

A2 Response by Mayor: This will be considered.

DECLARATIONS OF FINANCIAL INTEREST

Nil

CONFIRMATION OF MINUTES

C18-05/00 MINUTES OF COUNCIL MEETING – 26 APRIL 2000

MOVED Cr Rowlands, SECONDED Cr Walker that the Minutes of the Council Meeting held on 26 April 2000, be confirmed as a true and correct record.

The Motion was Put and

CARRIED

ANNOUNCEMENTS BY THE MAYOR WITHOUT DISCUSSION

REGIONAL DEVELOPMENT GROUP

I am pleased to report that the recent first meeting of the Regional Economic Development Group was a huge success. Involved in the Group are the Mayors of Joondalup, Wanneroo and the Shire President of Gingin, as well as the respective Chief Executive Officers.

The meeting was also attended by representatives of the Premier's Department; as well as representatives Commerce and Trade and the WA Tourism Commission.

The formation of this group and the co-operation between the three local governments will bring great benefits to the region.

Each Council will host future meetings in rotation.

CUSTOMER SATISFACTION SURVEY

The City's annual Customer Satisfaction Survey has recently been conducted. This involved a random sample of 254 households which are statistically representative of the City's population.

Encouragingly, top-line results show that 91% of respondents expressed satisfaction with Council, with 87% saying Council had met or exceeded their expectations. The results show the issues of crime and security remain the most important facing Council.

The findings will be analysed in detail and will help in planning the budget for the forthcoming financial year.

NEW NEWSPAPER FOR CITY

Residents of the City of Joondalup will soon have a new newspaper. The new newspaper will be called "The Joondalup City Times" and will be distributed to all households in the City.

The paper will be launched at a function on Saturday, 13 May 2000, with the first edition being delivered on Sunday, 14 May 2000.

COMMUNITY ARTS AND CRAFT AWARD

The City's Community Art Exhibition will be held in "The Great Space", Lakeside Shopping City from 23 May to 10 June 2000.

I will officially open the exhibition on Monday, 22 May 2000.

The Community Art Exhibition aims to host the skills of artists in the community and increase cultural activity in the area.

The annual exhibition is one of the many activities the City has to offer in a comprehensive calendar of cultural events throughout the year.

VOLUNTEERS WEEK – 15 – 21 May 2000

Much valuable work for the City of Joondalup and its community is carried out by dedicated teams of volunteers and the City is very appreciative of their help in many areas.

As a mark of appreciation, Volunteers Week will be celebrated with a series of functions throughout the week commencing 15 May 2000.

SAFETY WEEK

Through the Community Connections project, the City is involved with "Safety Week" this week at Bambara Primary School in Padbury.

On Monday, 8 May 2000 assisted by Cr Walker, I addressed the school assembly, and presented the City's Junior Ranger of the Month Award to Year Two student, Shaun Burn.

This is all part of the City's aim to change the thinking and culture of the next generation.

NEW UNIFORM

I would draw the attention of members of the public to the new uniforms being worn by elected members.

PETITIONS

C19-05/00 PETITIONS SUBMITTED TO THE COUNCIL MEETING – 9 MAY 2000

1 PETITION REQUESTING THE CONSTRUCTION OF A SKATEPARK IN KINROSS – [08096] [01096]

A 49-signature petition has been received from Iain MacLean, MLA Member for Wanneroo on behalf of children residing in Kinross requesting the construction of a skatepark within that suburb.

This petition will be referred to Community Development for action.

2 PETITION EXPRESSING CONCERN AT USE OF SEAWARD LOOP, SORRENTO AS HIGH-SPEED TRAFFIC CIRCUIT AND LACK OF MAINTENANCE AT LACEPEDE PARK, SORRENTO – [00573] [06141] [03018] [05078]

Cr Patterson presented a 42-signature petition on behalf of Sorrento residents expressing concern in relation to the following issues:

- use of Seaward Loop, Sorrento as a day and late night high-speed circuit for cars;
- lack of consistent maintenance to the park/soak/pond at the entrance of Seaward Loop on the corner of Lacepede Drive.

This petition will be referred to Infrastructure Management for action.

3 PETITION REQUESTING CONSTRUCTION OF A ROUND-ABOUT AT THE INTERSECTION OF SHENTON AVENUE AND PONTIAC WAY, JOONDALUP – [07056] [03762]

Cr Kadak presented a 380-signature petition on behalf of residents of the City of Joondalup requesting construction of a round-about at the intersection of Shenton Avenue and Pontiac Way, Joondalup to allow safe four-way access in and out of the business park located in Joondalup.

This petition will be referred to Infrastructure Management for action.

MOVED Cr Walker, SECONDED Cr Hollywood that the petitions:

- 1 **requesting the construction of a skatepark within the suburb of Kinross;**
- 2 **expressing concern at the use of Seaward Loop, Sorrento as a day and late night high-speed circuit for cars and the lack of consistent maintenance to the park/soak/pond at the entrance of Seaward Loop on the corner of Lacepede Drive;**
- 3 **requesting construction of a round-about at the intersection of Shenton Avenue and Pontiac Way, Joondalup to allow safe four-way access in and out of the business park located in Joondalup;**

be received and referred to the appropriate Business Unit for action.

The Motion was Put and

CARRIED

C20-05/00 MOTION TO ADJOURN MEETING – [02154] [08122]

MOVED Cr Wight, SECONDED Cr Patterson that in accordance with clause 5.1 of the City's Standing Orders that the meeting be adjourned for 45 minutes, the time being 1925 hrs, reconvening at 2010 hrs on 9 May 2000 in order to allow the Council to receive the presentation relating to the matter of the Ansett Call Centre.

The Motion was Put and

CARRIED

Mr Warren Snell, Executive Director, Finance and Administration, Edith Cowan University, Ms Lynn Thomas, State Department of Commerce and Trade, Mr Andrew Branston Director of Facilities and Services, Edith Cowan University, Mr John Tabone of Ansett Australia and Mr Peter Hobbs of James, Coulter, Young Architects gave a presentation on the proposed Ansett Call Centre to be situated on the corner of Collier Pass, Joondalup.

Cr Patterson left the Chamber at this point, the time being 1945 hrs.

An overview of the proposal was given outlining the benefits to the various parties involved in this project, together with the advantages of encouraging this type of industry to the City of Joondalup.

Cr Patterson entered the Chamber at this point, the time being 1947 hrs.

Cr Magyar left the Chamber at this point, the time being 1948 hrs.

Elected Members asked questions of the parties involved.

Cr Magyar entered the Chamber at this point, the time being 1955 hrs.

C21-05/00 MOTION TO RECONVENE MEETING – [02154] [08122]

MOVED Cr Wight, SECONDED Cr Patterson that the meeting be reconvened, the time being 2010 hrs and that the order of business as printed in the agenda be altered to allow discussion at this point in time on the late item as presented under the Chief Executive Officer's Report – Ansett Call Centre – Lot 4 Collier Pass, Joondalup.

The Motion was Put and

CARRIED

Director, Planning and Development gave background information in relation to Points 1-6 of the report on this proposal.

**C22-05/00 ANSETT CALL CENTRE – LOT 4 COLLIER PASS
JOONDALUP - [22460]**

WARD - Lakeside

SUMMARY

An application has been received to establish a Call Centre at Lot 4 Collier Pass, Joondalup.

The subject site is adjacent to the commuter rail station and is within walking distance of major educational/training institutions, public transport, major retail and entertainment facilities within the City Centre and regional recreational areas. The proposal generally conforms to Town Planning Scheme No 1 (TPS1) and the Joondalup City Centre Development Plan and Manual.

The call centre is expected to employ 390 people and would contribute to the economic stability and vitality of the City Centre. These are key strategic objectives of the City.

This proposal is referred to the Council due to its scale and significance and departures from the Joondalup City Centre Development Plan and Manual in the following respect:

- The building design is for a structure of 3,035m² in stage one and 4,035m² in the final second stage. The building is based on a single finished floor level on a sloping block, instead of the floor level stepping to follow the future footpath level;
- The urban form of the proposal is linear and dominated by glazing as opposed to a design that represents an urban masonry wall with inset windows and a vertical emphasis to the façade on street boundaries;
- The building entrance is proposed from a side street instead of the primary street (Collier Pass) as required by the Manual. This has been indirectly achieved through diverting workers to a side entry via the street corner; and
- The rear carpark would be fully enclosed with security fencing to prevent unauthorised access given the 24-hour nature of the call centre.

It is recommended that the Council exercise discretion under TPS1 to approve the proposal. This recommendation acknowledges that the requirements of the Joondalup City Centre Development Plan and Manual relative to urban design details would be varied in this instance.

BACKGROUND

Lot	4
Street Address	Collier Pass, Joondalup
Land Owner	Edith Cowan University
MRS Zoning	Central City Area
TPS Zoning	Joondalup City Centre
Use Class	Not Applicable
Lot Area	1.6ha (based on future subdivision of superlot)
Ward	Lakeside

Site Location

The subject site is situated on the western edge of the Edith Cowan University land situated between Grand Boulevard, Collier Pass and the railway line. The north/western portion of the superblock is proposed as the site for the call centre.

Land Assembly

The subject land represents a 1.6-hectare portion of the in-globo lot described in the above respect. The site is currently the subject of a land swap between Landcorp and Edith Cowan University (ECU). That exchange is almost finalised.

ECU Masterplan

The ECU Precinct provides the opportunity to strengthen the link from the main campus east of Grand Boulevard to the City Centre. In 1999 a Masterplan was prepared by ECU providing a notional structure of the superblock. The key aspects of this were:

- Permeability in pedestrian and vehicular movement. A diagonal pedestrian route from the ECU Ceremonial Entry to the Joondalup Train Station;
- On-Street parking; and
- Mixed use commercial, residential, academic and retail uses.

The Masterplan envisaged the development of a general-purpose commercial and live-work accommodation as the interface of the City Centre and the ECU campus. The proposed Ansett Call Centre has been designed in accordance with the ECU Masterplan. The call centre allows future development to wrap around the Ansett carpark providing active street frontages and potential for future building adaptation to suit new uses with entry points along Collier Pass.

Ansett location & Design Requirements

Ansett have selected the Joondalup City Centre for their Call Centre to add to their existing national network of Call Centres due to the strategic location advantages of the City Centre. The selected site is situated within close proximity to the Joondalup train and bus station and within the existing population the opportunity exists to generate more local employment due to the significant population within the north-west growth corridor. Ansett has adopted particular design requirements. The proponent has sought to design a building, which is;

- pleasant and comfortable to work in. Particular attention has been made to passive solar design, internal and external sound control and warm and cheerful interior. A large central courtyard will provide a high level of visual amenity, and provide a retreat for work breaks for staff;
- distinctive in its external appearance. The north elevation to Collier Pass is a glazed wall with articulation by sculptured pre-cast columns and a series of aluminium-fin horizontal shades. The image is crisp and elegant with aeronautic illusions;
- secure for its employees and operation. The facility is intended, ultimately, to operate 24-hours per day. Minimum security requirements include a single card controlled entry points, and secure parking for each employee; and
- Easily accessible. A single level building is believed to offer the most flexibility in terms of practicality of access for staff and fitting out the range of services and cabling required.

Joondalup City Centre – Development Plan & Manual

There has been continual detailed discussion with the proponent concerning the design brief and the requirements of the manual. The building design and orientation has gradually evolved in response to concerns about the conformity of the proposal to the manual.

The Plan and Manual requires that the following issues be addressed for City Centre development.

1. *Design in Context – Building Form, articulation of building*
2. *Active Building Frontage – glazing on facades, building setbacks*
3. *Entrance and Access - entrance identity*
4. *Building Levels*
5. *Façade : Solid-Void Ratio – Glazing at ground floor*
6. *Pedestrian Shelter*

The conformity of the proposal to each of these aspects is discussed in the Comments section of the report.

To provide context for the submission, the applicant has commented on aspects of the Manual as follows:

- The on-grade relationship between internal floor and footpath has been difficult to achieve due to the size of the building, sloping site and Ansett's requirements for a single level floor. After extensive discussion it was agreed to minimise the height difference between footpath and floor level by lowering the eastern most end of the building by 700mm to achieve an average of 500mm variation to the future footpath level;
- The front wall of the building is setback 3.5 metres from Collier Pass, with an awning projecting to within 1 metre of the front boundary;
- Corner entrance is not possible with Ansett's requirements due to security constraints. To achieve this effect the northern awning has been cantilevered out over this entrance and covers steps from the footpath to the Call Centre podium; and
- A sculptured screen wall defines the courtyard where employees will enter the site, animating the corner. The western screen wall provides opportunity to create interest to the street while reducing the scale of an otherwise overbearing western elevation. Large openings through the wall will allow surveillance of the street from the adjacent meeting rooms.

The consultant has also suggested that the design presented is the result of extensive consultation between Ansett, ECU, the consultant design team and the City. The proposal is said to represent a modern piece of architecture in Joondalup that will compliment the lines of the Joondalup Train Station.

DETAILS

The subject site remains an important future link between the ECU campus and the city centre and has a close proximity to future public parking stations.

The development proposal briefly consists of the following elements:

- The call centre is designed in three working nodes each containing 130 staff with a total of 390 staff;
- The building is divided into two areas being the call centre floor, and service access including lunch rooms, meeting and conference facilities, ablutions and storage;
- Ansett require two working nodes for 260 staff to take calls by December 2000. The following third node (130 additional staff) to follow. Accordingly the construction of the building is envisaged to be two thirds complete by the end of this year;

- The total building area is 4,035m² (plans attached);
- A total of 191 car parking bays are proposed on-site with the ultimate development configuration; and
- All vehicle access to the site is via a new subdivisional road linking onto Collier Pass.

Car Parking & Plot Ratio

The proposal complies with car parking requirements of the Council based on 1 bay per 30m² for a building area of 3,120 m² requiring 104 parking bays. The proposal will include a total of 191 car-parking bays which more than satisfies parking requirements for the development.

The call centre complies with plot ratio requirements of 2.5 with less than 0.5 provided representing less than half of the site and a fraction of future development potential.

Joondalup City Centre – Development Plan & Manual

The development objectives within the City Centre are summarised below:

- Intense mix of development within pedestrian environment at Street level;
- Vibrant centre that functions 24 hours and
- Scale of development to be sensitive to pedestrianised environment, use of colonades, walkways, seating areas, pocket parks and small plazas are encouraged.

The call centre design has evolved to a stage where it generally conforms to the development objectives and is one of only a few businesses within the City Centre that will operate on a 24-hour basis. Departures from the Manual's design requirements are sought and evaluated in detail below.

COMMENT

The following key elements relate to the building design relationship to the Joondalup City Centre – Design & Development Manual:

1. Design in Context

The Manual requires the building elevation to reflect an integrity of form and rhythm derived from compatible fenestration (openings), scale, finishes, detail and colour between the building and street. The building will be distinctive in its external appearance. The north elevation to Collier Pass is a glazed wall with articulation by sculptured pre-cast columns and a series of aluminium-fin horizontal shades. The image is a large sale building with, simple lines and aeronautic design elements.

The façade addresses the street frontage to Collier Pass and attempts have been made to window face the second street frontage. The design does not strongly articulate the corner street to the extent envisaged by the Manual but reasonable attempts have been made to extend a canopy over the corner of the building to define it as an entry point to the building. This is acceptable even though preference would have been given to a more direct building entry at the corner. The applicant has made reasonable endeavors to break up the linear design.

2. Active Building Frontage

The Collier Pass building elevation is proposed with 100% glazing and satisfies the minimum requirement of 75% of the total building frontage. Sill heights are at ground level however obscure glazing is proposed and is not supported by the Manual. Given the security requirements of the building and need for natural filtered light there are no objections to the obscuring of glazing provided the final form incorporates artistic elements approved by the City.

The building does not offer any animation to the street in terms of retailing or cafés. This is a consequence of the design brief and is unavoidable in this situation.

A setback 3.5 metres is proposed from Collier Pass and 8.0 to 10.0 metres from the new subdivisional road. The Manual requires buildings to be built up to the front street to create an “urban wall” or 2.5 metre wide colonnade effect. The Manual prefers buildings to have a nil front setback as opposed to being setback in a manner that is physically removed from the street. The building design is therefore a departure from the Manual, although the colonnade will add to the streetscape by aligning itself with Collier Pass. The treatment of the setback area should be integrated into the footpath area to provide continuity and ease of movement for pedestrians.

The built edge of the carparking area is to be defined by a security fence, whereas the Manual requires a strong landscaped or built edge at the property line to reinforce the continuity of the built edge to the street. Security fencing is proposed due to the intended 24-hour operation of the site. Having regard to the isolated location there are no objections to security fencing. Any carpark fencing along the street frontages should be of an attractive post and infill design to the City’s satisfaction, and would be additional to installation of floodlighting and surveillance and not a substitute for it.

3. Entrance and Access

Entrances to buildings should be clearly apparent and easily accessible directly from the street. A direct corner entrance into the building has not been achieved. The Call Centre will not be open to the general public and direct access from Collier Pass is not required. To achieve the effect of a corner entrance, the northern awning has been cantilevered out over this entrance and covers steps from the footpath to the Call Centre podium. The western street elevation has a sculptured wall that draws employees from the street corner marked by an extended canopy with aeronautical lines into a side courtyard and entry beyond. This is a departure from the Manual requirements, but provides an opportunity for further emphasis on corner access in future.

The change in levels from the footpath to the interior of the building is accessed from a ramped street access, which satisfies the Manual requirements for pedestrian access.

4. Building Levels

One of the key objectives of the Manual is to achieve floor levels at pedestrian level for ease of access and contribute to the animation of the street. The proposal includes 1.0 metre high retaining walls on the street corner continuing along the new subdivisional road. On the primary street frontage the retaining wall tapers off along Collier Pass. The collonade is an average height of 0.5m above the proposed Collier Pass footpath, thereby complying with the Manual.

While a stepped building along the frontage to Collier Pass is an ideal situation sought by the Manual it could not be achieved due to conflict with Ansett's requirements for a single level building on what is a sloping site. The proposed retaining is nevertheless acceptable in its current form.

5. Façade: Solid-Void Ratio

The building is still dominated by glazing and not by "... glazing set in a masonry wall..." required by the Manual. Ansett's design requirements for a light, open interior have necessitated 100% glazing along the frontage to Collier Pass. There has been particular attention to a northern building aspect to receive the sun in winter, with awnings and blades to add shade in summer. The applicant proposes to break-up the building elevation with pre-cast columns and horizontal shades along the Collier Pass building frontage. The east and west walls will be in a pre-cast concrete panels using Joondalup limestone colour.

6. Pedestrian Shelter

The Manual requires developments abutting streets to provide means of shelter for pedestrians in the form of either awnings or colonnades designed to maintain the continuous urban wall. The proposal includes a northern awning cantilevered out over the building setback to Collier Pass but is not extended over the footpath. There is still opportunity to merge the footpath design into the building setback area to provide shelter for pedestrians.

The colonnades in the building design break up the linear building elevation and controls over light and warmth entering the building.

This application is also dependent upon the contribution of a new road from Collier Pass extending south along the site boundary. The new road will provide the only means of vehicle access to this site.

The proposal is indicative of the continued interest and confidence in the development of commercial development within the Joondalup City Centre. The proposed design generally satisfies the requirements of the Joondalup City Centre Development Plan and Manual in terms of an active street frontage/orientation. The development design variations proposed are within reason and would contribute positively towards the city centre. It is recommended that Council approve the call centre subject to compliance with the following conditions. Council is advised that such a number of departures from the Joondalup City Centre – Development Plan and Manual could pose difficulties in dealing with future development proposals. Nevertheless there have been extensive negotiations with the applicant and ECU with the aim of developing an appropriate solution. Although approval to the proposal would require departures from the Manual requirements these are considered acceptable.

MOVED Cr Rowlands, SECONDED Cr Barnett that Council:

- 1 EXERCISES DISCRETION for the Call Centre on a portion of Lot 4, Collier Pass (corner with railway line) Joondalup, pursuant to Clause 5.9 of the City of Joondalup Town Planning Scheme No 1 to:**

- (a) vary the requirements of the Joondalup City Centre – Development Plan & Manual relative to:
 - (i) a side building entry as opposed to a corner entry;
 - (ii) building form in the physical extent of glazing proposed on the Collier Pass frontage instead of the glazing being set into a wall;
 - (iii) fencing being installed around the rear carpark.
- 2 APPROVES the Call Centre on the abovementioned site, subject to the following conditions:**
- (a) an onsite stormwater drainage system with the capacity to contain a 1:100 year storm of a 24-hour duration is to be provided prior to the development first being occupied and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Licence submission and be approved by the City prior to the commencement of construction;
 - (b) the parking bay/s, driveway/s and points of ingress and egress to be designed in accordance with the Australian Standard for Offstreet Car Parking (AS2890). Such areas are to be constructed, drained, marked and thereafter maintained to the satisfaction of the City prior to the development first being occupied. These works are to be done as part of the building programme;
 - (c) the driveway being widened to 7.0 metres in width to accommodate service vehicles;
 - (d) two (2) disabled carparking bay(s) located convenient to the building entrance and with a minimum width of 3.2 metres, to be provided to the satisfaction of the City. Provision must also be made for disabled access and facilities in accordance with the Australian Standard for Design for Access and Mobility (AS 1428.1);
 - (e) the car parking area being redesigned to make provision for stacking of at least 2 vehicles from the vehicular point of ingress and egress;
 - (f) the car park being redesigned to accommodate a refuse service vehicle entering and leaving the site in forward gear;
 - (g) the development being connected to Collier Pass with a new subdivisional road designed and constructed to the satisfaction of the City;

- (h) the lodging of detailed landscape plans, to the satisfaction of the City, for the development site and the adjoining road verge/s with the building licence application. For the purpose of this condition a detailed landscaping plan shall be drawn to a scale of 1:100 and show the following:
- the location and type of existing and proposed trees and shrubs within the carpark area;
 - any lawns to be established;
 - any natural landscape areas to be retained;
 - those areas to be reticulated;
 - details of paving areas.
- (i) landscaping and reticulation to be established in accordance with the approved plans prior to the development first being occupied and thereafter maintained to the satisfaction of the City;
- (j) retaining walls are to be provided where the angle of natural repose of the soil cannot be maintained. Drawn details, signed by a practicing Structural Engineer, must be submitted for approval prior to submission of a building licence. Construction details of retaining walls abutting the railway reserve being to the satisfaction of Westrail;
- (k) fencing to the street boundaries being detailed and submitted for approval of the City prior to installation;
- (l) submission of a Construction Management Plan detailing phasing of construction, access, storage of materials, protection of paths and other infrastructure;
- (m) the footpath treatment in the adjoining road reserves shall be continued to the building line to match the existing paving at a grade of usually 2% to the satisfaction of the City;
- (n) any roof-mounted or free-standing plant or equipment such as air conditioning units, radio masts and satellite dishes shall be located/screened so as not to be visible from all street frontages;
- (o) security lighting being provided in the paving areas and walkways within the development;
- (p) the canopy extending over the adjoining road reserve to be a minimum width of two metres and a have a minimum ground clearance of 2.75 metres;
- (q) no reflective glazing being used in the building elevation facing onto Collier Pass or the new subdivisional road. Details of obscure glazing must be lodged and approved by the City prior to installation;

- (r) **submission of a schedule of colours, materials and finishes of the development being to the satisfaction of the City prior to the submission of a building licence;**
- (s) **a screened bin storage area is to be provided 3.5 metres wide prior to the development first being occupied, in the location on the approved plans. Such an area must be constructed with a concrete floor, graded to a 100mm industrial floor waste gully connected to sewer and be provided with a hose cock.**

Footnotes

- (a) **All road, verge and median landscaping plans must be submitted to the City for approval, in conjunction with Engineering Drawings (earthworks and drainage);**

The Motion was Put and

CARRIED

Appendix 3 refers, click here: [Attach3mins090500.pdf](#)

Cr Wight left the Chamber at this point, the time being 2020 hrs.

The Mayor reverted back to the normal order of the agenda at this point.

POLICY

CJ103-05/00 PROPOSED POLICY – SUBDIVISION AND DEVELOPMENT ADJOINING AREAS OF PUBLIC SPACE – [44588]

WARD - All

SUMMARY

A draft policy entitled ‘Subdivision and Development Adjoining Areas of Public Space’ has been prepared for Council’s consideration.

The policy aims to maximise the outlook onto and casual surveillance of areas of public space (e.g. public open space and underpasses) from adjoining properties and streets, whilst ensuring an appropriate level of privacy for those living on adjoining properties, through the introduction of subdivision and development guidelines. Such casual surveillance is considered to be useful in reducing anti-social behaviour. The policy is intended to apply to all future subdivision and development adjoining areas of public space.

It is recommended that the draft policy be adopted to enable it to be advertised for public comment.

DETAILS

The draft policy (Attachment 1 refers), entitled ‘Subdivision and Development Adjoining Areas of Public Space’, aims to maximise the outlook onto and casual surveillance of areas of public space from adjoining properties and streets, whilst ensuring an appropriate level of privacy for those living on adjoining properties, through the introduction of subdivision and development guidelines. The resulting increase in casual surveillance of public areas should achieve a noticeable improvement in actual and perceived safety in these areas compared to previous practices, and compliments Council’s initiatives relating to community safety and security. Public space being defined as any space available for use by the general public. This includes public open space, underpasses and any other such areas as may be determined by Council. It shall not include however pedestrian accessways as these are intended to be the subject of separate investigation and policy. The policy is intended to apply to all future subdivision and development adjoining areas of public space.

The policy requires:

- Subdivisions to be designed so that areas of public space are fronted along all boundaries by streets. This enables casual surveillance of the public space by passersby. It also enables the boundary between private and public property to be clearly defined.
- Subdivisions to be designed so that lots front and therefore overlook areas of public space. This increases opportunities for casual surveillance of public space by adjoining residents.
- Subdivisions to be designed so that where lots unavoidably do abut areas of public space their boundaries are clearly demarcated by way of there being a minimum one metre difference between the finished ground level of the area of public space and the finished ground level of the abutting lots. Such differences in finished ground level provide increased privacy and security for those living on the abutting properties. The levels referred to are to be measured in the same manner as Council’s Height and Scale of Buildings within a Residential Area Policy 3.1.9.
- Landscaping of public open space to be ‘open in nature’ so that a clear outlook is maintained onto the space from adjoining properties. This increases opportunities for casual surveillance of the public open space.
- Street lighting surrounding areas of public space to provide greater illumination than standard street lighting. This aims to increase the visibility of the public space and therefore deter anti-social behavior.
- Dwellings on lots directly abutting public space to be designed so that views onto adjoining areas of public space are obtained from within the dwelling. Views should be obtained from the dwelling’s main living areas and those building facades facing areas of public space should contain major openings (i.e. windows and doors) to habitable rooms. It is important that opportunities for casual surveillance of public space by adjoining residents are available, as whilst it is desirable, it is not always possible for areas of public space to be bounded by streets.
- Fencing along common boundaries of public space/private property and along the front boundaries of lots overlooking public space to be designed to be visually permeable. Again, this increases opportunities for casual surveillance of public space by adjoining residents.

Relevant Legislation

Clause 5.11 of the City of Joondalup's Town Planning Scheme No. 1 allows Council to prepare planning policies relating to planning or development within the Scheme Area. Under the City's Town Planning Scheme a policy shall only become operative after the following steps have been taken:

1. Draft policy to be prepared and adopted by Council.
2. Draft policy to be advertised for public comments for at least 21 days.
3. Council to review draft policy in the light of any submissions made and then resolve to either finally adopt the draft policy with or without modification; or not proceed with draft policy.
4. Notice of final adoption of policy to be published in a newspaper circulating in area.

The City's Private Property Local Law 1998 will need to be amended to enforce the fencing guidelines of the policy. Under the existing Local Law the City's approval is only required for the erection of fencing within the front setback line. The Local Law needs to be amended so that the City's approval is required prior to the erection of fencing along the boundaries of public space. The City is currently in the process of preparing such an amendment for Council's future consideration.

COMMENT

Public space and its adjoining properties are often subject to anti-social behaviour. Such behaviour can result in damage to people and property and can lead to fears in relation to safety and security, thus the use of public space is less frequent. It is believed that anti social behaviour is more prevalent where there is inadequate surveillance of public space. Surveillance can be undertaken formally through rangers undertaking inspections of that space, or it can be undertaken informally through the visual supervision of passersby and adjoining residents. Opportunities for informal surveillance of public space can be maximised through both subdivision and development design. In order to create such opportunities, it is recommended that Council adopt the attached draft policy.

MOVED Cr Magyar, SECONDED Cr Rowlands that Council in accordance with Clause 5.11 of the City of Joondalup's Town Planning Scheme No 1:

- 1 ADOPTS the attached draft policy entitled, 'Subdivision and Development Adjoining Areas of Public Space', to enable it to be advertised for public comment;**
- 2 SUPPORTS the preparation of an amendment to the City's Private Property Local Law 1998 to enable the fencing guidelines of the draft policy to be enforced.**

The Motion was Put and

CARRIED

Appendix 4 refers, click here: [Attach4mins090500.pdf](#)

FINANCE AND COMMUNITY DEVELOPMENT**CJ104-05/00 SCHEDULE OF DOCUMENTS EXECUTED BY
MEANS OF AFFIXING THE COMMON SEAL –
[15876]****WARD - All****SUMMARY**

The following is a list of documents sealed under the Common Seal of the City of Joondalup from 5.04.2000 to 18.04.2000:

Document:	Copyright Agreement
Parties:	City of Joondalup and Noal Gannon
Description:	Local Studies – Oral History
Date:	5.04.2000
Document:	Copyright Agreement
Parties:	City of Joondalup and Chris Trump
Description:	Local Studies – Oral History
Date:	5.04.2000
Document:	Grant of Easement
Parties:	City of Joondalup and Bruce H Moore
Description:	Lot 948 Dugdale Street, Warwick
Date:	5.04.2000
Document:	Withdrawal of Caveat
Parties:	City of Joondalup and Bruce H Moore
Description:	Lot 948 Dugdale Street, Warwick
Date:	5.04.2000
Document:	Copyright Agreement
Parties:	City of Joondalup and F Smith
Description:	Local Studies – Oral History
Date:	11.04.2000
Document:	Copyright Agreement
Parties:	City of Joondalup and G K Smith
Description:	Local Studies – Oral History
Date:	11.04.2000

Document: Structure Plan
Parties: City of Joondalup and WA Planning Commission
Description: Hillarys Structure Plan No 20
Date: 18.04.2000

MOVED Cr Rowlands, SECONDED Cr Kadak that the schedule of documents executed by means of affixing the common seal be NOTED.

The Motion was Put and

CARRIED

Cr Wight entered the Chamber at this point, the time being 2023 hrs.

**CJ105-05/00 STANDING ORDERS REVIEW COMMITTEE -
[01369] [05885]**

WARD - All

SUMMARY

A meeting of the Standing Orders Review Committee was held on Tuesday 2 May 2000 and the unconfirmed minutes are submitted for noting by Council.

DETAILS

The unconfirmed minutes of the Standing Orders Review Committee held on Tuesday 2 May 2000 are included as Attachment 1 to this report.

This being its first meeting, the committee was required to elect a Chairman. Mayor John Bombak was duly elected as Chairman, with Cr Andrew Patterson being elected as Deputy Chairman.

No action is required from these minutes.

OFFICER'S RECOMMENDATION: That Council **NOTES** the minutes of the Standing Orders Review Committee held on Tuesday 2 May 2000 and forming Attachment 1 to Report CJ105-05/00.

MOVED Cr Magyar, SECONDED Cr Ewen-Chappell that Council NOTES the unconfirmed minutes of the Standing Orders Review Committee held on Tuesday 2 May 2000 and forming Attachment 1 to Report CJ105-05/00.

Discussion ensued, with Cr Patterson seeking clarification of the use of the word "unconfirmed".

The Motion was Put and

CARRIED

Appendix 1 refers, click here: [Attach1mins090500.pdf](#)

**CJ106-05/00 BUSH PLAN - APPOINTMENT OF CONSULTANT
FOR ASSESSMENT OF LOT 1029 AND LOT 1032
OCEAN REEF – [34437] [07303]**

WARD - Marina

SUMMARY

The City forwarded a submission to the Ministry for Planning on 29 April 1999, in relation to Lot 1029 Ocean Reef which is subject to the draft Bush Plan. The Ministry for Planning is seeking to finalise the draft Bush Plan, and to incorporate “agreed outcomes” wherever possible, for specific areas affected by Bush Plan. Lot 1029, Ocean Reef is owned by the City of Joondalup and is subject to Bush Plan. The adjacent Lot, Lot 1032 which is also owned by City of Joondalup is not subject to Bush Plan. Council endorsement is sought for the engagement of a consultant at an anticipated cost of \$20,000 to undertake the assessment and negotiation with the Ministry for Planning, leading to an agreed outcome for Lot 1029.

BACKGROUND

A major portion of Lot 1029 Ocean Reef is subject to draft Bush Plan (Attachment 1 refers). The adjacent Lot, Lot 1032 which is also owned by City of Joondalup is not subject to Bush Plan. The original development concept for the subject land included partial or whole development for a range of recreational, commercial and service uses ancillary to the boat launching facilities, that is tavern, hotel, restaurants, chandlery, boat sales, holiday villages. Development proposals are subject to approval being granted by the State Planning Commission and the Environmental Protection Authority. This land forms part of the City’s land investment portfolio and draft Bush Plan recommendations impact future revenue sources for the City.

DETAILS

The former Commissioners of the City made a submission to the Ministry for Planning on Perth’s draft Bush Plan, on 29 April 1999 (CJ138-04/99 refers) in response to the following draft Bush Plan Recommendation affecting Lot 1029 Ocean Reef.

“The existing care, control and management intent of the reserve is endorsed. Long-term security and support for conservation management of the Bush Plan Site to be enhanced by: amending the purpose of the reserve to include conservation; and applying appropriate mechanisms in consultation with the reserve management body”.

The former Commissioners commented on the accuracy and soundness of information contained in draft Bush Plan (Volume 2, Part 3) which related to Lot 1029 Ocean Reef; and

“Object to the Bush Plan proposal on the grounds that this land would provide greater benefit for the community if developed for a range of facilities (as previously envisaged), and that a revenue source is required to assist in meeting management costs associated with the boat launching facility”.

Lot 1032 was not referred to in the Bush Plan submission.

In considering this matter the Joint Commissioners noted that Lot 1029 is an important site that has been identified for income potential to reduce the City's reliance upon rate income. Draft Bush Plan may eliminate this opportunity (excepting for minor income from boat trailer and vehicle parking).

The process of handing the groynes over to the City is also underway with agreements expected to be finalised in the near future.

This arrangement will provide greater management flexibility in the proposed development of Lot 1029. However, costs will be incurred in the maintenance and management of the groynes. It was anticipated that these costs would be off-set by the development.

Council's position is sought as to whether Council concurs or not with the above position previously taken by the Joint Commissioners.

Perth's Bush Plan Process

Ministry for Planning advises that the final Bush Plan report (incorporating a summary of submissions) will be submitted to Cabinet. It is anticipated that Bush Plan negotiations including "Agreed Outcomes" need to be finalised with the Ministry for Planning by July 2000, to enable inclusion into the final Bush Plan report which is expected to be released to the public in October 2000.

It is essential therefore, for the City to be in a position to undertake negotiation with the Ministry for Planning on Lot 1029, for inclusion in the final Bush Plan report. The engagement of consultants will assist in this process. Consultants are proposed to undertake the project due to the specialised technical expertise required for the botanical assessment, and development of land use concepts for the subject land based on the botanical assessment.

The scope of the consultant brief is as follows;

The purpose of the assessment is to assess the botanical values of Lot 1029 Ocean Reef and adjacent reserves in relation to Bush Plan, to enable negotiations to be undertaken with the Ministry for Planning, to achieve an "Agreed Outcome" for Lot 1029.

The assessment is to include the following:

- *A comprehensive listing of vascular plants species occurring within the study area;*
- *A review of the conservation status of plant species (based on a review of the Department of Conservation and Land Management rare and endangered flora databases);*
- *Definition and mapping of native vegetation;*
- *A literature review;*
- *An assessment of native flora and vegetation issues including local and regional significance of the flora and vegetation; past rehabilitation efforts and requirements, bushland condition; vegetation corridors; and a review of the Bush Plan listing.*

- *A report summarising the findings of the above (including vegetation mapping and locations of rare and endangered species).*

The second stage of the project is to prepare land use concepts based on the Bush Plan verification assessment report for Lot 1029 and adjacent reserves, and to undertake negotiations with the Ministry for Planning, with the aim of achieving an “Agreed Outcome” for Lot 1029, for inclusion into the final Bush Plan report. It is anticipated that all work will be required to be completed by no later than July 2000 for inclusion of an “Agreed Outcome” into the final Bush Plan report.

Three quotations are presently being obtained to undertake a Bush Plan verification assessment and negotiation of Lot 1029 and Lot 1032 (in the context of adjacent land), to assist the City in negotiating an outcome as part of the Bush Plan process.

It is anticipated that a budget of \$20,000 will be required for the assessment and negotiation.

COMMENT/FUNDING

Account No: 111.4201
Budget Item: CEO Administration – Consultancy
Budget Amount: \$ 20,000
Actual Cost: \$ 20,000

The consultancy is essential to introduce certainty into planning for Lot 1029.

OFFICER’S RECOMMENDATION: That Council ENDORSES the engagement of a consultant to undertake the assessment and negotiation with the Ministry for Planning, leading to an agreed outcome for Lot 1029, for inclusion into the Final Bush Plan Report.

MOVED Cr Magyar, SECONDED Cr Carlos that:

- 1 Council DEFERS endorsing the engagement of a consultant to undertake the assessment of Lot 1029 until Councillors have been given access to and been briefed on the “Not for Publication” report provided to the Commissioners in April 1999, that formed the basis for the Council’s submission to the Ministry for Planning regarding Bushplan as in resolution CJ139-04/99, Perth’s Bushplan (Council Freehold Lands Affected);**
- 2 the assessment report be REFERRED to the Environmental Advisory Committee for this Committee to advise Council on the environmental values of Lot 1029 prior to the City negotiating with the Ministry for Planning for the agreed outcomes for Lot 1029.**

Discussion ensued, with Chief Executive Officer giving background information in relation to the “Not for Publication” report presented to the Joint Commissioners in April 1999.

Cr Magyar, with the approval of Cr Carlos advised he wished to have his Motion Withdrawn.

MOVED Cr Ewen-Chappell, SECONDED Cr Magyar that the Motion Moved Cr Magyar and Seconded Cr Carlos be Withdrawn.

The Motion to Withdraw the Original Motion was Put and

CARRIED

MOVED Cr Patterson, SECONDED Cr Barnett that Council ENDORSES the engagement of a consultant to undertake the assessment and negotiation with the Ministry for Planning, leading to an agreed outcome for Lot 1029, for inclusion into the Final Bush Plan Report.

Discussion ensued.

AMENDMENT MOVED Cr Magyar, SECONDED Cr Ewen-Chappell that an additional Point 2 be added to the Motion:

“2 the assessment report be REFERRED to the Environmental Advisory Committee when the report is available prior to presentation of the same report to this Council.”

Discussion ensued.

The Amendment was Put. There being an equal number of votes, the Mayor exercised his casting vote and declared the Amendment

LOST

It was requested that the vote on the Amendment of all members present be recorded:

In favour of the Motion: Crs Walker, Hollywood, Nixon, Magyar, Carlos, Ewen-Chappell and Kadak

Against the Motion: Mayor Bombak, Crs Rowlands, Barnett, Wight, Patterson, Kenworthy and Mackintosh

The Original Motion was Put and

CARRIED

It was requested that the vote of all members present be recorded:

In favour of the Motion: Mayor Bombak, Crs Mackintosh, Kenworthy, Patterson, Wight, Barnett, Rowlands, Walker, Magyar, Carlos, and Kadak

Against the Motion: Crs Ewen-Chappell, Nixon and Hollywood

**CJ107-05/00 ANIMAL EXERCISE AREAS - BURNS BEACH TO
BEAUMARIS BEACH DUAL USE PATH - [07086]
[25198]**

WARDS - North Coastal, Marina, Whitfords and South Coastal

SUMMARY

It has been proposed that dogs be allowed to be walked along the dual path from Burns Beach to Iluka provided they are on a lead and the person with the dog be carrying doggy bags.

It has been further proposed:

- 1 That fair warning be given to public using the dual footpath between Hillarys Marina and Mullaloo beach for the purpose of walking their dogs, that the amount of animal excrement left on the footpath be monitored for the next two months, and if found to be an unacceptable level, the footpath shall be closed to dogs (with the exception of entrance to the dog beach). That fair warning be given in the form of public notice in the local community newspaper.
- 2 That the City of Wanneroo be approached in respect of providing the ratepayers of Wanneroo with their own horse and dog beach and parking facilities (as necessary).

This report details the background to the management of dog access areas in the City and issues associated with the proposed change in the City's management of these matters.

It is recommended that the City confirms its existing list of areas where dogs are prohibited and that an ongoing community education program, as part of the Community Connections Project, be conducted to encourage dog owners to properly dispose of dog excrement.

It is also recommended that a review of the dual use coastal path be conducted to determine whether dogs on leads should be prohibited from all sections of the path.

It is further recommended that a profile of the suburb locations of the users of the horse exercise area be established, the demand for an extended dog exercise area be determined and the problems with the current dual use of the beach area be further examined.

BACKGROUND

It has been proposed that dogs be allowed to be walked along the dual path from Burns Beach to Iluka provided they are on a lead and the person with the dog be carrying doggy bags.

This proposal has been considered previously by the former City of Wanneroo. At its meeting in 1995 the former City of Wanneroo considered a 313 signature petition from the Burns Residents and Ratepayers Association seeking reclassification of the dual use pathway from Burns Beach to Iluka in order to allow the residents to walk their dogs on a lead (Item TP293-08/95 refers). The then City of Wanneroo resolved not to support the petition for the following reasons outlined in the report and advised the Burns Residents and Ratepayers Association that:

"Dogs can be walked on a lead along every road/street reserve (including the street/road reserves of Burns Beach Townsite and Ocean Reef Road) and in all other reserves vested in the City and designated as "dog exercise areas". Once Ocean Reef Road is extended to Burns Beach this road reserve can also be used to walk dogs on a lead."

The reasons outlined in the report are detailed below:

- 1 The primary users of the dual-use pathway are pedestrians and cyclists and therefore by allowing dogs, it is likely to dissuade them from using the pathway.
- 2 The pathway is, on average, 2.5m wide and therefore there is a danger of dogs walking on a 2m long lead, startling the cyclists approaching from behind. Council has a responsibility towards the public and there could be a question of liability for any injury or damage caused by dogs.
- 3 The subject pathway winds through the foreshore reserve and takes a course through the dunes up and down, restricting visibility.
- 4 The Senior Ranger points out that complaints have been received from cyclists and pedestrians regarding dog excreta and attacks by dogs along this pathway. Walking dogs on a lead will, however, not solve these problems. Furthermore, the seclusion of this pathway from the built-up areas is likely to delay assistance in the event of a dog attack.
- 5 The pathway is not fenced and therefore if dogs are allowed they are likely to excrete on the adjoining reserve prohibited to the dogs.
- 6 From experience it is learnt that dog owners often do not adhere to the rules and have the tendency to let the dogs off the lead. This will lead to illegal usage of the beach as a dog exercise area and consequent policing of such offence would become a difficult task.
- 7 Currently dogs are prohibited along the dual-use pathway running between Hillarys Boat Harbour and the Hillarys animal exercise area and from Hillarys animal exercise area to Pinnaroo Point since it falls within prohibited foreshore reserves and therefore to allow dogs to be walked on a lead along the subject pathway would set an undesirable precedent.

DETAILS

Dog Exercise areas in the City of Joondalup are designated for this purpose under the City's Animal Local Law 1999. These areas include all public reserves that are managed by the City excluding road and street reserves and a number of prohibited areas. These areas are as follows:

- Hawkins Park, Joondalup, being Reserve No 28544;
- Whitford Node, Hillarys, being Reserve No 39497, except for part Swan Location 10789 as shown delineated in black and stippled on Department of Land Administration Miscellaneous Diagram 678, and Pt Lot 158 of Swan Location 1370 Whitford Avenue, Hillarys;
- Mawson Park, Hillarys, being Reserve No 33401;
- MacDonald Reserve, Padbury, being Reserve No 33072;

- Heathridge Park, Heathridge, being Reserve No 34330;
- Blue Lake Park, Joondalup, being Reserve No 41893;
- Percy Doyle Reserve, Duncraig, being Reserve No 33894;
- “Central Park”, Lakeside Drive and Grand Boulevard, Joondalup being Lot 1101, Locations 3324 and 9809
- Foreshore Reserve 20561, other than:

All that portion of land comprising part Swan Location 11918 (Reserve 20561) as shown delineated in black and stippled on Department of Land Administration Miscellaneous Diagram 678.

This area is known as the Hillarys Animal Exercise Area.

- Swan Location 11918 (Reserve 20561) as shown delineated in black and stippled on Department of Land Administration Miscellaneous Diagram 585. This area is the horse exercise area.

COMMENT/FUNDING

It is considered that dog owners have a high level of access to public open space to exercise their dogs. All parks, with the exception of 9 reserves, within the City's boundaries are designated dog exercise areas. Dog owners are also permitted to walk their dogs, provided they are on a leash, in most public places within the City of Joondalup.

Burns Beach to Iluka Dual Use Path

In addition to the reasons advanced in 1995 for not permitting dogs to be walked on the dual use path the following issues are also relevant:

- Members of the public report to the City's Rangers that when they have been jogging along the pathway they have been worried or felt intimidated by dogs.
- There have been situations where dogs on leashes have attacked each other and the dog owners have had little control over the situation.
- The area in question has long been recognised as a dog prohibited area and if the regulations were to be relaxed it is possible that the City would receive a public backlash over the matter.
- It is considered that the presence of dogs on the dual use pathway between Burns Beach and Iluka will have a negative effect on mammal and bird populations, resident and visiting, in the coastal heath land adjacent to the pathway.
- If the dogs are unrestrained they will chase and harass kangaroos, bandicoots and other native mammals often driving them from the habitat and upsetting the animals natural breeding cycles. Even if dogs are on a leash the dogs scent and barking can have a severe impact on the natural behaviours of native wild life. Coastal heath land on the Swan Coastal Plain is a rapidly diminishing commodity. The foreshore reserve between Burns Beach and Iluka is in very good condition in terms of vegetation and wildlife. The exclusion of dogs will help retain the health and bio-diversity of the area.

- Should dogs be permitted to exercise at this location it is likely there will be an increase in dog attacks and fouling of the pathway, as is the case with the dog beach at Hillarys.

It is understood that the proposal to permit dogs to be walked on a leash along the dual use path between Burns Beach and Iluka was discussed at the last meeting of the Joondalup Community Coast Care forum. The majority of those present supported not allowing access to dogs on leads on the path as it was considered it would be detrimental to the environment and wildlife and would lead to an increase in dog excrement.

Since May 1999, 14 complaints have been received from beachgoers in relation to dog owners permitting their dogs to use the above pathway.

Should Council wish to permit dogs to be walked on the dual use pathway it will necessitate an amendment to the local law. The process is detailed in Section 3.12, 3.13 and 3.15 of the Local Government Act 1995 and includes statewide public notification, an opportunity for the public to make submissions and publication in the Government Gazette.

It is considered that there should be no change to the current local law prohibiting access to dogs along the dual use pathway between Burns Beach and Iluka.

Hillarys Boat Harbour to Mullaloo Beach

Dogs are prohibited along the dual-use pathway running between Hillarys Boat Harbour and the Hillarys animal exercise area and from Hillarys animal exercise area to Pinnaroo Point and Mullaloo Beach except where the path traverses a road reserve.

The dual use path between Hillarys Marina and Mullaloo Beach traverses both the Foreshore Reserve and Road Reserves. As a consequence there are sections of the path where dogs on leads are permitted and areas where they are not. This causes problems for Rangers in patrolling these areas and confuses the public in relation to where dogs are permitted.

It is considered that an ongoing community education program should be conducted as well as maintaining a strong Ranger presence in the area. At the same time a review of the dual use path system in the City of Joondalup coast should be conducted to determine in the future whether dogs should be prohibited on all areas of the dual use coastal path system in the City. A further report would then be submitted to Council concerning the success of the community education program and patrols in the area as well as proposals for the future management of the dual use path.

Horse Exercise Area - Hillarys Animal Exercise Area

In order to determine the future of the horse exercise area, the following actions are considered appropriate. As part of the proposed community education program a survey of horse owners be conducted to ascertain where they stable their horses. It is believed that the majority of these horses come from outside the City.

Problems with the current dual use of the beach area need to be further examined. There have been a number of concerns expressed by residents in relation to dogs attacking horses exercising at Hillarys. At present, dog owners are permitted to allow their dogs to leave the dog beach and enter the horse area provided the dogs are on leashes. This situation is difficult to police and the exercising of dogs and horses together presents difficulties regardless of whether a dog is on a leash or not.

At present, the Hillarys Animal Exercise Area is the only designated area on the northern metropolitan coast. There appears to be an increasing demand for use of the dog beach. The level of this demand needs to be further examined.

At its meeting held on 26 April 2000, Council resolved that:

the matter pertaining to the animal exercise area – Burns Beach to Beaumaris Beach Dual Use Path be DEFERRED to the Ordinary meeting of the Council scheduled to be held on 9 May 2000 pending further consideration by elected members.

MOVED Cr Kadak, SECONDED Cr Carlos that Council:

- 1 CONFIRMS its current schedule of areas in the City where dogs are prohibited;**
- 2 NOTES an ongoing Community Education program as part of the Community Connections Program will be conducted to encourage owners to remove their dogs excrement from public places;**
- 3 NOTES a review of the dual use coastal path system will be conducted to determine whether dogs should be prohibited on all areas of the dual use coastal path system in the City;**
- 4 NOTES that a further report will be submitted detailing the outcomes of the Community Education Program, review of the dual use coastal path system, profile of the suburb locations of the users of the horse exercise area, demand for the dog exercise area and problems with the current dual use of the beach area.**

AMENDMENT MOVED Cr Magyar, SECONDED Cr Ewen-Chappell that an additional Point 5 be included in the Motion as follows:

“5 FORMS an Urban Animal Management Advisory Committee to assist Council to determine suitable animal exercise areas and community education programs to provide fair sharing of resources for all sections of the community.”

Discussion ensued.

The Amendment was Put and

CARRIED

The Motion as Amended was Put and

**CARRIED BY AN
ABSOLUTE MAJORITY**

INFRASTRUCTURE MANAGEMENT**CJ108-05/00 METROPOLITAN REGIONAL ROAD PROGRAMME
2001/2002 TO 2005/2006 - [06759]****WARD** – All**SUMMARY**

Main Roads WA has sought submissions for the Metropolitan Regional Road Programme for Improvement Projects and Rehabilitation Projects.

This report outlines the guidelines for the assessment of roadworks and recommends projects for consideration by the Metropolitan Regional Road Group.

BACKGROUND

Each year, Main Roads WA invites project submissions for consideration as part of the Metropolitan Regional Road Programme.

The project types are separated into two categories as outlined below:

Road Improvement Projects

Improvement projects are:

- (a) those which would involve upgrading of an existing road to a higher standard than currently exists, i.e. pavement widening, new overtaking lanes, traffic control measures, etc.;
- (b) new works where a road pavement does not currently exist at the proposed standard, e.g. dual carriageway or new carriageway construction.

A multi-criteria analysis, (taking into consideration road capacity, geometry, accidents, benefits and costs) will be used to prioritise road improvement projects on urban arterial roads within the metropolitan area.

A two year detailed program is required with less detail for the following years.

Road Rehabilitation Projects

Road rehabilitation projects are those proposed for existing roads where the pavement is to be brought back to the pre-existing physical condition, e.g. resealing, reconstruction, re-sheeting and reconditioning. A one year programme only is required for submissions – 2001/2002.

The distribution of the Metropolitan Local Road Funds is based on 50% of the pool to Improvement Projects and 50% to Rehabilitation Projects. A limit of around \$1 million per council has been set for Improvement Projects and \$500,000 for Rehabilitation Projects. Funding approval is based on Council's contribution of at least a third of each project cost.

Process for 2000/2001 Metropolitan Regional Road Programme

- 1 Project submission to be forwarded to Main Roads WA by 3 May 2000 (Note that a submission has been made subject to Council's endorsement)
- 2 Submissions are checked for omissions and errors in computations
- 3 Submissions are audited:
 - Rehabilitation projects by Material Engineering Branch, Main Roads WA
 - Improvement projects by independent auditor
- 4 Audit queries are discussed with affected Councils
- 5 Final audited projects are sent to Main Roads WA for collation and priority listing based on audited parts score
- 6 Lists of audited projects distributed to all Councils in August 2000
- 7 The Sub Groups of the Metropolitan Regional Road Group each have technical meetings to discuss and approve projects within the Sub Group only. Recommendations are forwarded to the Metropolitan Regional Road Group. The Cities of Wanneroo, Joondalup and Stirling, and Town of Vincent form the North West Sub Group
- 8 The Metropolitan Regional Road Group considers funding submissions in accordance with the guidelines and makes recommendations to the Advisory Committee
- 9 Councils would expect advice of approval of projects by October/November 1999

DETAILS

Road Improvement Projects

The multi-criterial analysis has been used to evaluate roads in the City of Joondalup and projects have been preliminary ranged in accordance with point scores. The projects generally submitted for consideration are in accordance with the Five Year Road Works Programme listed in the Draft Budget. The road projects with the unaudited highest point scores are recommended for submission in the 2001/2002 and 2002/2003 years as shown at Attachment 1.

It is noted that these projects and other developing roads will be re-evaluated on an annual basis and the five year programme adjusted in accordance with the results of the multi-criteria analysis.

Road Rehabilitation Projects – 2000/2001

Pavement Analysis Pty Limited was previously commissioned to undertake a road rehabilitation and mechanical study of a number of roads and provide technical details and recommendations to comply with the criteria for assessing projects. A review is also undertaken on other works such as the traffic management program where traffic islands are located in a red asphalt median on local distributor roads. The resurfacing component of these construction works can be funded via this program. The Road Rehabilitation Programme recommended for submission to Main Roads WA for funding consideration in the 2001/2002 financial year is shown at Attachment 2.

COMMENT/FUNDING

As outlined, the maximum annual grant for Rehabilitation Projects is \$500,000 and \$1,000,000 for Road Improvement Projects. Following auditing, some of these projects will not be funded in 2001/2002 and will need to be re-evaluated for submission with further projects for funding in subsequent years.

MOVED Cr Rowlands, SECONDED Cr Walker that Council SUBMITS the projects outlined in Attachments 1 and 2 to Report CJ108-05/00 to Main Roads WA for consideration for funding as part of the Metropolitan Regional Road Program.

The Motion was Put and

CARRIED

Appendix 2 refers, click here: [Attach2mins090500.pdf](#)

DATE OF NEXT MEETING

The next meeting of the Council has been scheduled for **7.00 pm** on **TUESDAY, 23 MAY 2000** to be held in the Council Chamber, Joondalup Civic Centre, Boas Avenue, Joondalup

CLOSURE

There being no further business, the Mayor declared the Meeting closed at 2057 hrs; the following elected members being present at that time:

J BOMBAK, JP
P KADAK
L A EWEN-CHAPPELL
D S CARLOS
S P MAGYAR
A T NIXON
J F HOLLYWOOD, JP
A A WALKER
P ROWLANDS
T BARNETT
A W WIGHT, JP
A L PATTERSON
G KENWORTHY
C MACKINTOSH