



City of
Joondalup

NOTICE IS HEREBY GIVEN THAT THE NEXT
ORDINARY MEETING OF THE COUNCIL OF THE CITY OF JOONDALUP
WILL BE HELD IN THE COUNCIL CHAMBER, JOONDALUP CIVIC CENTRE,
BOAS AVENUE, JOONDALUP
ON TUESDAY, 12 MARCH 2002 AT 7.00 PM

DENIS SMITH
Chief Executive Officer
6 March 2002

PUBLIC QUESTION TIME

Council allows for public question time at each Council meeting or Briefing Session which is opened to the public. Questions must relate to the ordinary business of the City of Joondalup or the purpose of the Special Meeting, as appropriate.

The Mayor or the presiding person is responsible for the procedures and conduct of the public question time.

To enable prompt and detailed responses to questions, members of the public are requested to lodge questions in writing to the Committee Clerk two (2) days prior to the Council meeting or Briefing Session at which the answer is required. Answers to those questions received within that time frame will be provided in hard copy form at that meeting.

Those questions that are to be asked at the meeting are requested to be submitted in writing and placed in the 'question tray' prior to the commencement of the meeting. Those questions submitted in writing will be read aloud by the Chief Executive Officer and answers provided where possible. Verbal questions may be asked by members of the public and the period of time for verbal questions will be a minimum of fifteen (15) minutes.

The Mayor or presiding person shall decide to:

- *accept or reject the question;*
- *nominate a member of the Council and/or officer to answer the question; or*
- *determine that any complex question which requires research shall be taken on notice with a response provided as soon as possible and included in the agenda for the next ordinary meeting of the Council.*

The following rules apply to question time:

- *question time is not to be used by a member of the public to make a statement or express a personal opinion.*
- *questions should properly relate to Council business.*
- *question time shall not be used to require an Elected Member or an officer to make a personal explanation.*
- *questions should be asked politely and are not to be framed in such a way as to reflect adversely on a particular Elected Member or officer;*
- *where an elected member is of the opinion that the question is not relevant to the business of the City of Joondalup or that a member of the public is making a statement, they may bring it to the attention of the meeting.*

DEPUTATION SESSIONS

Elected Members will conduct an informal session on the same day as the meeting of the Council in Conference Room 1, Joondalup Civic Centre, Boas Avenue, Joondalup, commencing at 5.00 pm where members of the public may present deputations by appointment only. (Please note that deputation requests are to be received by no later than 4.00 pm on the Friday prior to a Council meeting.)

A time period of fifteen (15) minutes is set aside for each deputation, with five (5) minutes for Elected Members' questions. Deputation sessions are open to the public.

** Any queries on the agenda, please contact Council Support Services on 9400 4369.*

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CITY OF JOONDALUP

Notice is hereby given that an Ordinary Meeting of Council will be held in the Council Chamber, Joondalup Civic Centre, Boas Avenue, Joondalup on **TUESDAY, 12 MARCH 2002** commencing at **7.00 pm**.

DENIS SMITH
Chief Executive Officer
6 March 2002

Joondalup
Western Australia

AGENDA

1 OPEN AND WELCOME

Invited Guest - Deputy Mayor of the Shire of Melton, Victoria – Cr Richard Gough and Mrs Gough

2 PUBLIC QUESTION TIME

The following questions, submitted by Whitford Senior Citizens Centre, were taken on notice at the Council meeting held on 26 February 2002:

Q1 If the Senior Citizens Centre is relocated, has any provision been made to the hairdressing salon, and the podiatry facilities that are now available to senior citizens in the existing centre?

A1 The location and availability of specific services has not been detailed and this would require investigation (if an in-principle concept was supported by the Council). Any scenario for future alternate new development would involve the creation of increased floor space to accommodate current and future demand for services.

Q2 Has safety aspects been taken into consideration if this centre is relocated? It will be going into an area along with Target, Woolworths, Cinema complex and access to roof top carpark etc. Access to it will be from Whitfords Avenue, so parking will be at a premium and through traffic will be heavy. The present location has no main entrance for traffic and is relatively safe for seniors in wheel chairs, walking frames, crutches etc. Can you guarantee that the same will apply to the new location?

- A2 Concept planning for any new facilities are at a very early stage. Notwithstanding, disabled parking, lift, and escalator access is earmarked to be located immediately adjacent to any new community facilities. Parking exclusivity and security issues would require the negotiation of appropriate management arrangements with the centre owner, as a component of detailed planning, should that be supported.
- Q3 *The cost of relocating must be more expensive than maintenance or even extending the present building towards Marmion Avenue, Banks Avenue. Funding of this building was approved in 1984-85, so it is not twenty years old.*
- A3 The Senior Citizen's representative comments about the age of existing buildings will be considered is part of the evaluation of the existing asset and options for providing an improved level of service.
- Q4 *On reading your summary to be submitted to Council tonight, it appears that the new Centre will be a community leisure centre with access to other clubs. Is this correct? If so, will it be managed by the Council or by a Seniors Management Committee as it is now? This centre was funded by Commonwealth and State Government with our approval from the Shire as a Seniors Citizens Centre and an agreement was reached with the Council at the time to this effect and it has been managed very successfully on this basis for the last 16 years. How many Councillors have visited the Whitford Seniors Centre to see how this is run, or even got a copy of the activities available to the seniors through this centre before voting on it. You have other aged facilities within the City of Joondalup, but the Whitford Senior Citizens Club has an exceptionally high membership with members coming from Merriwa to Hillarys and all areas in between, and the reason for this is that members can come and listen to entertainment, enjoy various games, play pool and enjoy a host of other activities, but more importantly enjoy a friendly cuppa without interference from other clubs. We have won a State Award on what we provide seniors with. Seniors have very little offered to them now, so why take away from us a facility that has been able to offer a little pleasure to them. Whitford Seniors Club will strongly oppose any move that takes this away from the seniors.*
- A4 It is understood that various Councillors have visited the Whitford Seniors to discuss members concerns. The Councillors share a consensus view that any plans, or scenarios, for future development must consider the use of the existing facilities and the value enjoyed by members. Preliminary discussions with the Senior Citizen groups have highlighted the need to build on the range of services offered by the existing facility to enhance the enjoyment that can be provided to members. The Councillors have individually committed to oppose any initiative, which reduce seniors' services in the Whitfords location.

The following questions, submitted by Mr R de Gruchy, Sorrento, were taken on notice at the Council meeting held on 26 February 2002:

Re: Operation of Craigie Leisure Centre:

Q1 Would you please advise the attendance figures for:

- (a) the six month period ending 31 December 2000;*
- (b) the six month period ending 31 December 2001.*

Q2 Would you please advise:

- (a) the total amount of revenue collected by the City of Joondalup from the RANS Management Group in relation to the Craigie Leisure Centre since they assumed operations control in May 2001;*
- (b) the total amount of funds expended by the City of Joondalup on maintenance, repairs, renovations and any other expenses incurred by the Craigie Leisure Centre since 1 May 2001;*

Q3 What consideration, if any, has been given to corporate overheads in relation to the Craigie Leisure Centre?

A1-3 At the time of production of this agenda, a response to these questions was not available. A response will be tabled at the Council meeting scheduled for 12 March 2002.

The following question, submitted by Ms Sue Hart, Greenwood, was taken on notice at the Council meeting held on 26 February 2002:

Q1 At a special electors meeting, can a motion be voted upon twice?

A1 If the motion to which you refer is the vote of no confidence in the Mayor at the Special Electors meeting held at Greenwood High School, then the vote in this instance was re-counted as when the initial vote was taken the outcome was too close to determine. Due to the large number of electors in attendance it was necessary to do so.

The following question, submitted by Ms Pauline Floate, Kingsley, was taken on notice at the Council meeting held on 26 February 2002:

I refer to questions which I put to the Mayor which were taken on notice at the special electors meeting held at Kingsley on 11 February 2002.

Q1 Referring to Question 3 – “Were you present at a Council meeting on 12 June 2001 in which the precinct action plan was updated and the next stage of the plan was endorsed and the response given as Yes.”

Is the response of “Yes” in June 2001 compatible with your latest statement in February 2002 that you had only learnt of precinct action planning two weeks prior to the special electors meeting?

A1 Yes.

The following question, submitted by Mr S Magyar, Heathridge, was taken on notice at the Council meeting held on 26 February 2002:

Q1 Is it correct the Code of Conduct states that Councillors will make themselves available after meetings to talk to the public?

A1 Yes, the Code states that where practicable, elected members are to be available to discuss matters with members of the public following Council and Committee meetings.

The following question, submitted by Mrs M McDonald, Mullaloo, was taken on notice at the Council meeting held on 26 February 2002:

Q1 I refer to the response given to a question taken on notice on 12 February 2002 from Mr M Sideris regarding the cost of precinct planning. If the staff salaries and on-costs are not allocated to identical projects and activities, how are the Council and ratepayers to know what the true costs are of any of the City's projects and activities? Is this not poor accounting practice?

A1 The staff within the Local Government work on a myriad of projects to varying degrees of involvement. It has not been the practice, nor would it be practical, to separate out the staff related costs for each project to such a fine degree necessary to achieve a total project cost with certainty of accuracy.

Cr P Kadak:

Q1 Referring to Item CJ043-02/02: Is relocation of the library concept in jeopardy as a result of the motion that was passed this evening, or does further discussion need to take place with Whitford City?

A1 Initial discussions have focused on a scenario where the Library and Senior Citizens' activities would be relocated to a location within Whitfords City. Relocation of the library (only) could constrain the options for the use of Lot 503 and may therefore reduce the viability of a joint initiative with the centre owners. The centre owners have been made aware of the Council's resolution adopted on 26 February 2002, and are currently assessing the potential impact of that decision on future development scenarios.

3 APOLOGIES AND LEAVE OF ABSENCE

Leave of Absence previously approved

Cr Mackintosh	25 March – 19 April 2002 inclusive
Cr Hurst	28 March – 14 April 2002 inclusive

REQUEST FOR LEAVE OF ABSENCE - CR J HURST

Cr Hurst has requested Leave of Absence from Council duties from 18 March 2002 to 22 March 2002 inclusive.

RECOMMENDATION

That Council APPROVES the request for Leave of Absence from Cr Hurst for the period 18 March 2002 to 22 March 2002 inclusive.

4 DECLARATIONS OF FINANCIAL INTEREST/INTEREST THAT MAY AFFECT IMPARTIALITY

Mr Clayton Higham, Director Planning and Community Development has stated his intention to declare an interest in Notice of Motion No 1 – Cr Patterson, as he is a shareholder in the Mayne Group.

5 CONFIRMATION OF MINUTES**MINUTES OF COUNCIL MEETING, 26 FEBRUARY 2002****RECOMMENDATION**

That the Minutes of the Council Meeting held on 26 February 2002 be confirmed as a true and correct record.

6 ANNOUNCEMENTS BY THE MAYOR WITHOUT DISCUSSION**7 PETITIONS****8 REPORTS**

CJ049 - 03/02 STANDING ORDERS - CHANGE IN ORDER OF BUSINESS – [01369]

WARD - All

CJ020305_BRF.DOC:ITEM 1

PURPOSE

To alter the Order of Business at Council meetings.

EXECUTIVE SUMMARY

With the recent change in organisational structure, there is a need to change the Order of Business for Council Meetings. The proposed Standing Orders Local Law 2001 contains an appropriate Order of Business. It is recommended that the current Order of Business be altered by deleting ‘Policy items’, ‘Finance and Community Service items’, ‘Technical Services items’ and ‘Planning and Development Services Items’ and replacing these with the item of business ‘Reports’.

BACKGROUND

Council’s Standing Orders Local Law 1997 was carried over from the former City of Wanneroo. A completely revised Standing Orders Local Law 2001 has been in the process of review by Council for the last two years and is in the final stages of coming into operation.

Apart from applying the new format, plain English, breaking down of lengthy clauses into sub clauses and application of extensive clause numbering, the proposed Standing Orders Local Law 2001 also complies with current legislation.

The Joint Commissioners at their meeting held on 1 July 1998 resolved to set its Order of Business as follows:

“that the Joint Commissioners set the order of business at the ordinary meeting of Council for the City of Joondalup as follows:

- **Apologies and Leave of Absence**
- **Public question time**
- **Declarations of financial interest**
- **Confirmation of Minutes**
- **Announcements by the Mayor/(Chairman) without discussion**
- **Petitions**
- **Policy items**
- **Finance and Community Service items**
- **Technical Services items**
- **Planning and Development Services items**
- **Report of the Chief Executive Officer**
- **Date of next meeting**
- **Closure”**

Subsequent to that, Council on 12 February 2002 resolved to amend its Order of Business to place Question Time before Apologies and Leave of Absence. Council at its meeting held on 26 February 2002 resolved to amend its organisational structure from four directorates to three being:

- Director Planning & Community Development
- Director Corporate Services and Resource Management
- Director Infrastructure and Operations

DETAILS

To ensure that the reports presented to Council Meetings reflect the structure of the organisation, it is necessary to amend the Order of Business. This is to be altered by deleting the following items of business:

- Policy items
- Finance and Community Service items
- Technical Services items
- Planning and Development Services items

These will be replaced with the item of business ‘Reports’. This heading will allow flexibility on the reports presented, but will be ordered in line with the organisational structure.

Statutory Provisions

Clause 3.2 of the current Standing Orders provides Council with the opportunity to amend the Order of Business for its meetings.

COMMENT

It is considered that the Order of Business at Council meetings should be amended to reflect the City’s new organisational structure. It is suggested that the recommended change in the Order of Business apply until the proposed Standing Orders Local Law 2001 comes into operation.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council, in accordance with clause 3.2 of the Standing Orders Local Law 1997, AMENDS the Order of Business for all its meetings open to the public, by deleting items of business ‘Policy items’, Finance and ‘Community Service items’, ‘Technical Services items’ and ‘Planning and Development Services items’ and replace them with an item of business ‘Reports’, until such time as the City of Joondalup’s Local Law 2001 comes into operation.

CJ050 - 03/02 REPORTING OF COUNCIL COMMITTEES – [02153]**WARD - All**

CJ020305_BRF.DOC:ITEM 2

PURPOSE

To allow for more time effective Council meetings.

EXECUTIVE SUMMARY

Currently the general procedure is for minutes of committee meetings to be presented to the Council for consideration. There is no legislation requirement for minutes of committee meetings to be presented to the Council. It is also practice that copies of all minutes of committee meetings are circulated to all elected members, committee members and relevant officers.

In order to make better use of the time spent on items consider by the Council it is suggested that only those committees that are making a recommendation to the Council that requires it to make a decision in response to that recommendation are presented to a Council meeting.

BACKGROUND

General procedure is for minutes of those committees that have been established by the Council to be presented to it for consideration. The minutes are either presented to the Council for noting, (where a Council decision is not required as a result of a recommendation from a committee), or for the Council to make a decision in regards to a recommendation from a committee.

Following the compilation of the relevant minutes of a committee meeting, they are circulated to all elected members, committee members and relevant officers.

DETAILS**Statutory Provision:**

Section 5.8 of the Local Government Act 1995 states that the Council may establish committees (comprising various persons as detailed by section 5.9) to assist the Council in its decision making process. When establishing a committee, the Council may delegate to it certain powers and allow it to discharge certain duties.

Section 5.22 of the Local Government Act 1995 states:

- 1 “The person presiding at a meeting of a Council or committee is to cause minutes to be kept of the meeting’s proceedings;

- 2 The minutes of a meeting of a Council or a committee are to be submitted to the next ordinary meeting of the Council or the committee, as the case requires, for confirmation;
- 3 The person presiding at the meeting at which the minutes are confirmed is to sign the minutes and certify the confirmation.”

The Local Government (Administration) Regulations requires minutes of a committee to be produced within 5 business days from the holding of the meeting. The legislation does not require minutes of committee meetings to be forwarded to the Council.

COMMENT

A well structured agenda will provide members the maximum opportunity to debate, set policy and strategy and to plan for the future. It is generally agreed that short, sharp meetings directed towards decisions are the ones likely to achieve good results. The concept of including items merely for information does not support this best practice principle.

It is suggested that to strive for shorter, sharper meetings, those committee minutes that only require ‘noting’ are no longer included as part of the agenda for the fortnightly Council meeting. However, where a committee recommends to the Council a course of action, and that committee does not possess delegated authority to make a decision then those minutes will continue to be submitted to the Council for consideration. In order to ensure that an accurate and informed decision is made by the Council, committee recommendations will be accompanied by an officer’s report.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That only minutes of those committee meetings where a recommendation is required to be submitted to the Council for consideration shall be included as part of the Agenda for an Ordinary Meeting of Council.

CJ051 - 03/02 COMPUTERISING OF THE AGENDA/MINUTE SYSTEM – [44942]

WARD – All

CJ020305_GRN.DOC:ITEM 2

PURPOSE

To seek direction from the Council on the future of the computerising of the agenda/minute project.

EXECUTIVE SUMMARY

The Council has in the past been undertaking a process to automate its agenda/minute system. It has involved a three-phase process with employees of the City and the services of Walman software. Phase I was the automation of the internal process for the compilation of the agenda, Phase II was the distribution of the agenda and minutes electronically via compact disc and Phase III was proposed for the automation of Council meetings, including electronic voting and the displaying of the motions and amendments on a large screen.

Phases I and II have been completed with the internal processes functioning well and elected members receiving their agendas and minutes electronically. Phase III has been trialed over a number of briefing sessions during the end of 2001 with limited success. It is requested that the Council give some consideration to the future of Phase III of the project.

BACKGROUND

The Council has in the past been developing software in conjunction with Walman Software to fully automate the agenda/minute system. Funding for the project has been approved as part of the budget process. The project has involved the supply of laptop computers to elected members, modifications to the Council chamber and conference rooms and the development of the software.

The automation of the agenda/minute process has been a three-phase approach:

- Phase I – streamlining and automating internal processes (complete);
- Phase II – distribution of the agendas electronically via compact disc (complete); and
- Phase III – automating/computerising the Council meeting (trialing).

Phase I was the implementation of 'Logo Create' which was establishing internal procedures to better automate the preparation of agendas and minute documents. Phase II was the implementation of 'LogoView' which was the distribution (via CD) and the viewing of the agendas and minutes electronically. Phase III was the final stage which is currently being trialed. This will see the automation of the actual Council meeting, electronic recording and displaying motions/amendments and voting of those present.

Strategic Plan:

Strategy 4.3 of the City's strategic Plan is to maximise the benefits from information technology.

To achieve this the plan states we will:

- Provide ongoing information technology educational opportunities for staff, volunteers and councillors;
- Use state-of-the-art technology appropriate to improving and streamlining business processes;
- Evaluate existing and developing information technology products;
- Upgrade the Council's information technology infrastructure; and
- Use information technology to enhance customer access to our information and improve two-way communication.

DETAILS

The project has and will involve changes in business processes for the City in the way it prepares, distributes its agendas and minutes documentation as well as how it conducts its Council meetings in the future.

Phases I and II are now complete the development and implementation of Phase III has been ongoing for sometime. There were a number of training sessions offered and conducted for elected members and senior officers. Due to the proposed significant change in the conduct of meetings, it was agreed that the software be tested as part of the briefing sessions. This was commenced in August/September of 2001 and was trialed until the end of 2001.

Financial Implications:

Account No:	Project D794
Budget Item:	
Budget Amount:	\$22,000
YTD Amount:	\$0
Actual Cost:	\$

COMMENT

Throughout the trials and training, it was indicated that for the implementation of the software was to be successful, then it needed 100% participation from elected members. Throughout those sessions, those present at the various sessions indicated that it was the way forward and to progress with the project. Throughout the training and trials a number of improvements were requested and made to the ForumVote module, these changes have also contributed to the delay in going 'live'.

There appears to be a strong commitment from a majority of the elected members to implement the ForumVote module. Without that 100% participation then the electronic voting will not succeed.

The following options exist:

Option 1

Continue with the implementation of the product with a planned 'live' date at the ordinary meeting of the Council to be held on 23 April 2002. This will mean that the product will be further trialed at the briefing sessions scheduled to be held on 19 March 2002 and 16 April 2002. It is suggested that these briefings be conducted in the chamber to allow members to have a better feel of the changes to the meeting procedure.

Option 2

Discontinue further development and implementation of the product and revisit it under different conditions at a later time. The issue with that is that due to the recent positive press there maybe an expectation outside the City that the implementation of ForumVote is to occur.

If option 1 is selected it is suggested that further training be offered and undertaken by those elected members requiring it.

The project has been recognised at a national and local level with positive press articles on the City's willingness to implement the change in Council meeting procedures.

It is believed that the software is stable enough to go to a live environment, it would take some further co-operation by all elected members in the initial stages. The implementation of the 'ForumVote' module has reached a stage that needs a decision from the Council.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council AGREES to further progress the implementation of Phase III of the computerising of its agenda/minute process with a go live date being the ordinary meeting of Council scheduled to be held on Tuesday 23 April 2002.

**CJ052 - 03/02 CBD ENHANCEMENT PROJECT – COUNCIL
ENDORSEMENT OF THE PROJECT MANAGEMENT
TEAM AND PROJECT STEERING GROUP – [53469]**

WARD - All

CJ020305_BRF.DOC:ITEM 3

PURPOSE

The City has received seed funding from the Commonwealth Government under its Regional Assistance Program (RAP) to support the CBD Enhancement Project. In accordance to the RAP funding contract, the City of Joondalup is required to formulate two committees. The first is a Project Management Team to oversee the contractual obligations associated with the grant. The second is a Project Steering Group to develop and implement marketing strategies to achieve the objectives of the CBD Enhancement Project. This report seeks Council endorsement of both the Project Management Team and the Project Steering Group.

EXECUTIVE SUMMARY

In order to administer the RAP funding and the development and implementation of strategies to satisfy the objectives of the CBD Enhancement Project, a Project Management Team and Project Steering Group needs to be established and endorsed by Council.

The Project Management Team's role will be to oversee the contractual obligations outlined in the Commonwealth Government's RAP Funding Grant Contract with the City of Joondalup.

The Project Steering Group's role will be to develop and implement strategies to achieve the objectives of the CBD Enhancement Program.

The proposed committee structure, role and membership of the CBD Enhancement Project Management Team and Project Steering Group is outlined in this report for Council consideration and endorsement.

BACKGROUND

The CBD Enhancement Project was developed by the City of Joondalup, in consultation with the Joondalup Business Association and the Perth Area Consultative Committee.

The City of Joondalup compiled and submitted a grant application to the Perth Area Consultative Committee (ACC), who are the representative funding body for the Department of Transport and Regional Services who administer the Commonwealth Government's Regional Assistance Program (RAP).

The grant application outlined the City of Joondalup's CBD Enhancement Project and its objectives, highlighting the creation of 150-200 jobs over a three-year period.

The application requested \$59,765 (ex GST) of RAP funding. The majority of this funding was allocated to employ a CBD Promotions Coordinator and the remainder was to assist in the development and implementation of a marketing identity and marketing strategy (approx \$9500). **In accordance with the contract, the RAP funding grant needs to be administered and monitored by a management team.**

The development of a marketing identity and strategy needs to involve CBD stakeholders including council, local government executive, business operators, commercial property owners, residents and visitors (including workers and students).

To facilitate their involvement, a CBD Business and Stakeholder Workshop is proposed for Wednesday 20 March 2002 to gain stakeholder input into the CBD Enhancement Project. Once developed, the implementation of the marketing identity and strategy needs to be guided by a group of people that represent the major stakeholders in the Joondalup CBD and have the ability to action tasks effectively. **Therefore, it is proposed that a Project Steering Group be established. It is also proposed that the Mayor and Lakeside Councillors be appointed to the Project Steering Group so that the Council is represented.**

DETAILS

Project Management Team

The Project Management Team's role will be to oversee the contractual obligations outlined in the Commonwealth Government's RAP Funding Grant Contract with the City of Joondalup. As required by the RAP Contract, the Management Team's role is limited to managing the funds for projects developed by the Project Steering Group and acquitting funds at the completion of the RAP funding contract.

Given the RAP contract is held between the Commonwealth Government and the City of Joondalup (COJ) and highlights the inclusion of local business in the project, the Management Team will consist of City of Joondalup staff, JBA executive and a representative of the ACC – The members of this committee include:

- Ray Fischer – Business Unit Manager, Strategic & Corporate Planning, City of Joondalup
- Fabian Uzaraga – Co-ordinator Sustainable Development, City of Joondalup
- Deanne Squance – CBD Promotions Officer, City of Joondalup
- Terry Darby-Smith – Executive Officer, JBA
- Russell Poliwka – President, JBA
- Marilynn Horgan - Perth ACC

It is proposed that the Project Management Team would meet on a quarterly basis prior to reporting. It is also proposed that a provision will be given in the terms of reference to allow the team to meet on an ad hoc basis in regards to approving grant funding for the implementation of strategies recommended by the Project Steering Group.

Project Steering Group

The Project Steering Group's role will be to develop and implement strategies to achieve the objectives of the CBD Enhancement Program. In accordance to the RAP contract, the group will be developed out of the CBD business and stakeholder consultation. This group will be the driving force behind the CBD Enhancement Project and it will report to the Project Management Team in regards to RAP funding only.

The CBD Enhancement Project's success lies in the relationship the City develops with the local business operators and other key stakeholders. The Project Steering Group will be formulated at the CBD Business and Stakeholders Workshop to be held on Wednesday 20 March 2002. During the workshop, a name for the Project Steering Group will be developed and key organisations and people will be identified as members for this group including the City's elected members and senior administration.

The following groups will be invited to attend the workshop: the Mayor, City Councillors and senior administration (including the CEO), business associations, residents groups, key business owners, property associations, local employment agencies and key visitor groups to Joondalup CBD such as Edith Cowan University (ECU) and West Coast College of TAFE (WCCT).

Strategic Plan:

Supports the **Mission:**

Developing partnerships to enhance growth, economic vitality and diversity of lifestyle, through leadership.

A vehicle to achieve the **Vision:**

To develop a unique City Centre which is a vibrant place filled with people day and night, with employment, entertainment, shopping, restaurants, arts, culture and university life.

Links to **Key Result Area, Economic Vitality:**

Encourage alliances with key stakeholders to identify opportunities to encourage and promote economic growth.

Strategic Implications:

The development of the Project Management Team and the "Project Steering Group" is in line with the City's Strategic Plan.

COMMENT

The establishment of the Project Management Team and the "Project Steering Group" is essential for the operation and implementation of the CBD Enhancement Project.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council ENDORSES:

- 1 the Project Management Team and Project Steering Group to oversee, develop and implement strategies to satisfy the objectives of the CBD Enhancement Project;**
- 2 the appointment of the Mayor and Lakeside Ward Councillors to the CBD Enhancement Project Steering Group.**

CJ053 - 03/02 GRANTING OF FREEDOM OF ENTRY TO THE CITY OF JOONDALUP TO THE WA POLICE ACADEMY – [41579]

WARD – All

CJ020305_BRF.DOC:ITEM 4

PURPOSE

To recommend that Council gives consideration to granting Freedom of Entry to the City of Joondalup to the WA Police Academy and conduct a ceremony to commemorate the occasion.

EXECUTIVE SUMMARY

The Joondalup campus of the WA Police Academy was officially opened on Friday, 15 February 2002.

The tradition of the privilege of Freedom of Entry to a City has great historical significance. However, in modern times it bears no legal right or privilege on the recipient body, however it is the most honourable distinction a City may bestow.

The City of Perth has endorsed several groups of military origin based on the measure of precaution and security they provide a City. The City of Perth also set the precedent of honouring a group not linked to the military, when a Freedom of Entry ceremony was held for the Fire and Rescue Service of WA in 1999.

The granting of Freedom of Entry to an individual or body should be acknowledged with an appropriate public ceremony including a parade and exchanging of scrolls featuring both organisations' seal.

Following correspondence between the City of Joondalup and the WA Police Academy, 24 March has been identified as a suitable date for the ceremony.

It is anticipated that the ceremony would be followed by a reception hosted by the WA Police Academy.

BACKGROUND

Premier Geoff Gallop officially opened the WA Police Academy in Joondalup on 15 February 2002. The state-of-the-art facility features a 25 metre, 10 bay firing range, skills training self-defence area, mock courtroom and an operational scenario village. The \$47m institution will provide a professional learning environment that is unrivalled anywhere in the world.

The City of Joondalup, Edith Cowan University, West Coast College of TAFE and the Joondalup campus of the WA Police Academy have formed a partnership, which will be the 'engine-room' for Learning City initiatives. Discussions are currently underway for a formal launch of the Learning City in 2003, coinciding with the re-location of ECU's main campus to Joondalup.

The tradition of the privilege of Freedom of Entry to a City and the colourful ceremony attaching to the granting of entry by a City have a much deeper historical significance than the modern ceremony may imply.

The tradition began in the Cities of Europe in the eleventh century mainly for City protection. During and after the Crusades, Freedom of Entry was rigorously controlled by City Leaders as a measure of precaution.

In the eighteenth century it was established in the City of London that notification of the passage of “armed force” was a matter of courtesy. Even today, Her Majesty the Queen asks leave of the Lord Mayor to enter the City of London. Permission is made by the presentation to the Queen of the City Sword at Temple Bar pointing downward, indicating that authority is surrendered.

The City of London ceremony is traditionally colourful and, out of the tradition, the ceremony of modern times has spread so that traditional links are forged between famous regiments and cities in Great Britain and Australia.

In modern times, the granting of the Freedom of Entry bears no legal right or privilege on the recipient body, but it is accepted that the conferment is the most honourable distinction that a City may bestow.

The City of Joondalup has never granted Freedom of Entry to any individual or organisation and does not have a policy with regard to the Conferring of Honours.

Correspondence with the City of Perth has revealed policy (*CS24: Conferring of Honours by the City of Perth*) providing that Freedom of Entry is to be granted to units of the Defence Force which have a significant attachment to the City as determined by the Lord Mayor.

The policy provides guidelines for the selection of recipients, as follows;

- (i) an individual or group must be considered to have reached a high level of achievement and service in their chosen field;
- (ii) individuals or groups must have been considered to have made a significant and meritorious contribution to the City of Perth, Western Australia, Australia or world affairs.

Until 1999, City of Perth had previously only granted Freedom of Entry to the City to groups of military origin, given the centuries old act is one historically linked to a measure of precaution and security for a city. Those granted this honour by the City of Perth in the past have been:

- The 25th Squadron of the RAAF;
- The Special Air Services Regiment;
- The Royal Western Australian Regiment;
- HMAS Perth;
- The Australian Army Band of Perth

In 1999, the City of Perth set the precedent of honouring a group not linked to the military when a Freedom of Entry Ceremony was conducted for the Fire and Rescue Service of WA. Siting that in regard to the Freedom of Entry requirement, to provide “precaution and safety” for a city, the Fire and Rescue Service of WA would arguably be more applicable to the City and its citizens of today than military units.

The development of the WA Police Academy in Joondalup will help the WA Police Service to ensure high level development of police personnel and to meet the contemporary policing needs of communities. Given this, and the WA Police Academy’s aim to better prepare officers to protect the community, this group is a worthy recipient of the granting of Freedom of Entry to the City of Joondalup.

DETAILS

Following correspondence with the WA Police Academy it has been suggested that should the Council grant Freedom of Entry to the City of Joondalup, the ceremony should be held on 24 March 2002. The ceremony would be recognised and promoted as an event within the Joondalup Festival.

Such a ceremony, in conjunction with the Joondalup Festival would create the opportunity to involve a wide representation of people. It is envisaged that all officers, including new recruits be included in this ceremony.

The WA Police Academy has proposed that the ceremony include a street parade involving Officers, Police Marching Squad, Pipe Band and Mounted Section to accompany the arrival of the Police Commissioner. The granting of Freedom of Entry involves the exchange of scrolls featuring the City of Joondalup’s seal.

It is anticipated that the granting and exercising of the honour would be followed by a reception hosted by the WA Police Academy at the new facility.

COMMENT

The City of Joondalup should grant the honour of Freedom of Entry on the WA Police Academy in recognition of its conspicuous service to our City, and the State of Western Australia. It is recognition of the establishment of the WA Police Academy and the choice of Joondalup as a fitting location for such an institution.

Given the precedent set by the City of Perth, the service provided by the WA Police Academy, the recent completion and opening of the new state-of-the-art academy and the benefit of a high profile street parade, it is recommended that the Council grant approval for Freedom of Entry to the City of Joondalup to the WA Police Academy.

VOTING REQUIREMENTS

Simple majority

RECOMMENDATION

That Council:

- 1 GRANTS approval for Freedom of Entry to the City of Joondalup be extended to the WA Police Academy;**
- 2 APPROVES the conducting of an appropriate street parade and ceremony on 24 March 2002 to mark the occasion of granting Freedom of Entry to the WA Police Academy;**
- 3 APPROVES the City of Joondalup seal be used to endorse the scroll conferring the granting of Freedom of Entry to the City of Joondalup to the WA Police Academy.**

CJ054 - 03/02 TENDER NO 38.2001/02 - DESIGN AND CONSTRUCTION OF AN IN-SITU SKATE FACILITY - CARINE REGIONAL OPEN SPACE FOR THE CITY OF JOONDALUP AND THE CITY OF STIRLING (JOINT VENTURE) – [08096]

WARD – South Coastal

CJ020305_BRF.DOC:ITEM 5

PURPOSE

To accept the tender from Skatetech Pty Ltd of \$135,000 for the design and construction of a joint venture skatepark facility, and to endorse the signing of the Memorandum of Understanding between the City of Joondalup and City of Stirling for the Carine Open Space Skatepark Joint Venture by the Chief Executive Officer and the Mayor.

EXECUTIVE SUMMARY

This report is raised to notify Council on the progress of the joint venture skatepark facility for Carine Open Space. Tenders have been publicly advertised and assessed in accordance with a selection criterion for the design and construction of a skate facility in Carine Open Space. The Carine Skate Park Committee have fully endorsed the preferred tenderer, Skatetech Pty Ltd, and recommended the signing of the Memorandum of Understanding (Attachment 1.refers) between both Cities. This report recommends that Council:

1. ACCEPTS the tender from Skatetech Pty Ltd of \$135,000 for the provision of design and construction of an in-situ skate facility – Carine Regional Open Space for the City of Joondalup and the City of Stirling (Joint Venture);
2. ENDORSES the signing of the Memorandum of Understanding between the City of Joondalup and the City of Stirling for the Carine Open Space Skatepark Joint Venture by the Chief Executive Officer and the Mayor under Common Seal; and
3. ENDORSES the forwarding of \$75,000 to a City of Stirling trust fund for the purpose of designing and constructing a joint venture skate facility at Carine Regional Open Space.

BACKGROUND

Council at its meeting of 9 October 2001 (CJ343-10/01 Skate Park Committee Minutes) resolved to:

- Enter into a joint venture with the City of Stirling for the development of a skate park at Carine Open Space contributing up to \$75,000 towards the construction costs on the basis of a 50/50 share of capital and future operational and maintenance costs, based on a public consultation period facilitated by the City of Joondalup being carried out with the residents of Duncraig and surrounding suburbs; and

- Request the City of Stirling to be part of a committee consisting of two elected members from the City of Joondalup to oversee the construction and design of the skatepark at Carine Open Space.

The City of Joondalup conducted a public meeting at the Carine Open Space Clubrooms on 12 November 2001. There was strong support for a joint skate park facility to be developed. As a result of the support from the public meeting a joint working committee has been working toward developing the concept of the joint project at Carine Open Space. This group has looked at developing the potential financial arrangements, a memorandum of understanding, scope of works, continuing the consultation process and coordinating the media releases.

DETAILS

The Joint Working Committee developed a project brief for the “Provision of Design and Construction of an In-Situ Skate Facility – Carine Regional Open Space for the City of Joondalup and the City of Stirling (Joint Venture). Due to the scope of works involved with this project, tenders were advertised in the Western Australian on Saturday 26 January 2002, with tenders closing on 12 February 2002. The City of Stirling accepted all tenders and will award and administer the contract on behalf of the joint venture. The City of Stirling will provide a Superintendent for the whole of the project.

One tender was submitted by Skatetech Pty Ltd with its registered office in Margaret River, Western Australia. This tender was assessed, in accordance with the selection criteria stated below, by a joint City of Stirling and City of Joondalup tender evaluation committee comprising of officers from both parties.

Selection Criteria

- Demonstrated understanding of the requirements of the project;
- Demonstrated previous similar experience in the area of skate facility design and construction;
- Demonstrated experience liaising with local communities, local authorities and youth groups in the development of skate facilities;
- An outline of the proposed team which will be dedicated to this project, including sub-contractors, their roles and skills;
- An ability and willingness to meet the project requirements within or under the stated project budget;
- Demonstrated price competitiveness / value for money;
- Demonstrated ability and agreement to meet the project timeframes as outlined in the tender documents;
- Submission of a community consultation proposal outlining the proposed methods of consultation and use of consultation information in the development of the skate facility; and
- Tenderers preparedness to accept and comply with the conditions of the contract.

A Memorandum of Understanding (MOU) between the City of Joondalup and City of Stirling for the Carine Open Space Skatepark Joint Venture has been completed. The MOU incorporates sections on:

- Commitments and Protocols;
- Dispute Resolution;
- Costs;
- Insurance;
- Maintenance;
- Supervision / Surveillance of the Facility; and
- Media and Publicity.

Financial Implications:

Account No:	BCW045
Budget Item:	Skateboard Parks and Facilities
Budget Amount:	\$230,000
YTD Amount:	\$0.00
Actual Cost:	\$75,000

The figure of \$75,000 is the City of Joondalup's contribution towards the total project cost of \$150,000. The tender amount of \$135,000 enables the City of Joondalup and the City of Stirling to include \$15,000 for contingencies for the project.

COMMENT

The Skatetech Pty Ltd tender submitted for the design and construction of the skate park facility has fully met with the selection criteria as outlined. The company is becoming renown for the quality work it presents, as is exemplified by its recent notification that they are to receive an award from the Skate Park Association of America for outstanding work in the field of skate park design and construction. Skatetech Pty Ltd has also been engaged to construct a range of transportable skate equipment within Asia.

Reference checks with Skatetech Pty Ltd's most recent design and construction contract, the City of Kalgoorlie Boulder, resulted in highly recommending the company to undertake the project. Skatetech Pty Ltd worked extremely well with the local skaters in designing the facility and did not encounter any problems within the construction phase of the project. They worked within the timeframes specified and consistent with the proposed budget.

Below is a list of skate park projects, within Australia, that Skatetech Pty Ltd are currently undertaking:

- City of Bayswater, WA \$180,000
- City of Randwick, NSW \$280,000
- YMCA Alice Springs, NT \$150,000
- Blue Mountains Council, NSW \$210,000
- City of Darebin, VIC \$220,000

The Carine Skate Park Committee, consisting of elected members and officers from the City of Stirling and City of Joondalup, have fully endorsed the preferred tenderer, Skatetech Pty Ltd, and recommended the signing of the Memorandum of Understanding between both Cities.

At its meeting of 26 February 2002, the Council Skatepark Committee fully supported the endorsement of the preferred tenderer and the recommendation to sign the Memorandum of Understanding between the City of Stirling and City of Joondalup.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council:

- 1 ACCEPTS the tender from Skatetech Pty Ltd of \$135,000 for the provision of design and construction of an in-situ skate facility – Carine Regional Open Space for the City of Joondalup and the City of Stirling (Joint Venture);**
- 2 ENDORSES the signing of the Memorandum of Understanding between the City of Joondalup and the City of Stirling for the Carine Open Space Skatepark Joint Venture by the Chief Executive Officer and the Mayor under Common Seal;**
- 3 ENDORSES the forwarding of \$75,000 to a City of Stirling trust fund for the purpose of designing and constructing a joint venture skate facility at Carine Regional Open Space.**

Appendix 4 refers

To access this attachment on electronic document, click here: [Attach4brf050302.pdf](#)

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CJ055 - 03/02 TENDER NUMBER 020-01/02, CONSTRUCTION OF ROUNDABOUTS AT WARWICK ROAD/DORCHESTER AVENUE & WHITFORDS AVENUE/KINGSLEY DRIVE (STATE BLACKSPOT PROGRAM) – PROPOSED TRAFFIC SIGNALS INSTALLATION – [68515]

WARD - South

CJ020305_BRF.DOC:ITEM 6

PURPOSE

To seek approval to reject all tenders for the construction of roundabouts at Warwick Road/Dorchester Avenue and Whitfords Avenue/Kingsley Drive and proceed with the installation of traffic signals at these intersections.

EXECUTIVE SUMMARY

As part of its 2001/02 Capital Work Program, Council has listed construction of roundabouts at the intersection of Warwick Road/Dorchester Avenue and Whitfords Avenue/Kingsley Drive.

These projects had been included following a successful application for funding as part of the 2001/02 State Blackspot Program.

To meet the Capital Works construction timeframe, the proposed works had been programmed for construction by an external Contractor through a public tender.

However given the significant cost (lowest tendered price of \$770,694.45) to construct roundabouts at these intersections, the City would no longer be eligible to receive funding for these projects as part of the 2001/02 State Blackspot Program.

Notwithstanding this, the City has now successfully sought approval from Main Roads WA for approval to install traffic signals at these intersections.

The purpose of the changed intersection treatment is directly related to the revised Benefit Cost Ratio (BCR) associated with actual tender price of constructing dual lane roundabouts at the intersections. The installation of traffic signals excluding design and project management costs, is estimated to be approximately \$320,000 for both sites now ranks higher than previously approved projects in terms of BCR.

In simple terms, traffic signals are now a more 'cost effective' option than dual lane roundabouts to improve safety at these locations.

In view of this and as a result of the tender process, it is proposed to reject all tenders and proceed with the installation of traffic signals as part of the 2001/02 State Blackspot program, and it is recommended that Council:

- 1 *REJECTS all tenders submitted for Tender Number 020-01/02 Construction of roundabouts at Warwick Road/Dorchester Avenue and Whitfords Avenue/Kingsley Drive;*
- 2 *ENDORSES the installation of Traffic Signals at the intersections of Warwick Road/Dorchester Avenue and Whitfords Avenue/Kingsley Drive as part of the 2001/02 State Blackspot Program.*

BACKGROUND

As part of its 2001/02 Capital Work Program, Council has listed construction of roundabouts at the intersection of Warwick Road / Dorchester Avenue and Whitfords Avenue / Kingsley Drive.

These projects had been included following a successful application for State Blackspot funding.

The location of the proposed roundabout treatments are shown on Attachment 1.

To meet the Capital Works construction timeframe, the proposed works had been programmed for construction by an external Contractor. Accordingly a public tender was advertised and subsequently closed on 30 January 2002.

DETAILS

At the close of tenders, four (4) tenders had been received from the following Civil Engineering Contractors.

- Densford \$770,694.45
- Works Infrastructure \$805,476.00
- Croker Construction \$977,459.00
- Brierty Contractors \$1,179,723.00

The tender prices above do not include GST

While these tender prices may reflect the current market rate, they are well in excess of the available funds of \$560,000.

The increased cost is more significant given the funding criteria for State Blackspot Projects.

In accordance with the State Blackspot funding criteria, grant applications are ranked in order of Benefit Cost Ratio (BCR) which are calculated using the estimated Construction cost.

Notwithstanding, even when using the lowest tendered price, the BCR values for the dual roundabout options are significantly lower at both sites than the initial approved projects. In simple terms, construction of dual lane roundabouts are no longer 'cost effective' options to improve safety at these locations.

On this basis, the projects would no longer be eligible to receive funding as part of the 2001/02 State Blackspot Program and would normally have to be withdrawn by the City.

An alternative option for treatment of the intersections is traffic signals. The City has successfully sought approval from Main Roads WA for approval to install traffic signals as an alternative treatment at these intersections. At an estimated cost of \$160,000 (each, excluding design and project management costs), traffic signals are now a more 'cost effective' option than dual lane roundabouts to improve safety at these locations.

The purpose of the change of the intersection treatment is directly related to the revised BCR associated with actual tender price of constructing dual lane roundabouts at the locations. The installation of traffic signals at both sites now ranks higher than previously approved projects in terms of BCR.

BCR is an economical evaluation used to determine a projects priority for State Blackspot Funding criteria.

In simple terms the BCR represents the 'cost effectiveness' of a treatment to address a particular crash type at a particular location.

It is the ratio between the current cost of crashes (COST), the current cost of the treatment and the cost of crash reductions (over the life of the treatment say 10-15 years) as a result of the treatment (BENEFIT).

A summary of the reviewed project details, including the revised BCR values are shown on Attachment 2.

Main Roads WA have subsequently given approval for the City to proceed with the installation of traffic signals. The change has been supported in principle by the State Blackspot Co-ordinator and has been submitted to the State Blackspot Panel for formal endorsement.

Financial Implications:

Account No:		Project No. 6315, 6318		
Budget Item:		State Blackspot Projects		
		SBS	Municipal	Total
Budget (Revised)	Amount:	\$293,334	\$266,666	\$560,000
Estimated design and project fees		\$40,000	\$20,000	\$60,000
Estimated Cost (Signal installation costs)		\$213,333	\$106,667	\$320,000
ESTIMATED TOTAL PROJECT COST		\$253,333	\$126,667	\$380,000

As shown above, sufficient funds are available to proceed with the installation of traffic signals.

COMMENT

While these tender prices may reflect the current market rate, they are well in excess of what had been anticipated.

In view of this, traffic signals are now a more 'cost effective' option than dual lane roundabouts to improve safety at these locations.

On this basis, it is proposed to reject all tenders and proceed with the installation of traffic signals at these intersections.

The installation of traffic signals will take place using the Main Roads WA term contract for the installation and maintenance of traffic signals. These works are programmed to be completed by 30 June 2002.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council:

- 1 REJECTS all tenders submitted for Tender Number 020-01/02 Construction of roundabouts at Warwick Road/Dorchester Avenue and Whitfords Avenue/Kingsley Drive;**
- 2 ENDORSES the installation of Traffic Signals at the intersections of Warwick Road/Dorchester Avenue and Whitfords Avenue/Kingsley Drive as part of the 2001/02 State Blackspot Program.**

Appendix 2 refers

To access this attachment on electronic document, click here: [Attach2brf050302.pdf](#)

CJ056 - 03/02 CONTRACT NUMBER 085-99/00 - CONSTRUCTION, DEVELOPING & TESTING OF BORES WITHIN THE CITY AND CONTRACT NUMBER 087-99/00 – SUPPLY & MAINTENANCE OF BOREHOLE PUMPS & VERTICAL LINESHAFT TURBINE PUMPS – [42655] [44655]

WARD - All

CJ020305_BRF.DOC:ITEM 7

PURPOSE

To seek Council endorsement to extend Contract No. 085-99/00 - Construction, Developing and Testing of Bores and Contract No. 087-99/00 Supply of Submersible Borehole Pumps & Vertical Lineshaft Pumps.

EXECUTIVE SUMMARY

Council at its meeting of 23 May, 2000 accepted the tenders submitted by Wintergreene Drilling for Contract No. 085-99/00 and TurboMaster Pumps for Contract No. 087-99/00, with an option to extend for two twelve month periods, subject to satisfactory performance. Wintergreene and TurboMaster have requested that their Contracts be extended with no price adjustment and this is supported by Officers.

It is recommended that Council:

- 1 *AUTHORISES the extension of Contract No. 085-99/00 - Construction, Developing and Testing of Bores within the City for a period of twelve months from 1 July 2002 to 30 June 2003 in accordance with the Schedule of Rates which forms Attachment 1 to this report;*
- 2 *AUTHORISES the extension of Contract No. 087-99/00 - Supply of Submersible Borehole Pumps and Vertical Lineshaft Pumps for a period of twelve months from 1 July 2002 to 30 June 2003 in accordance with the Schedule of Rates which forms Attachment 2 to this report;*
- 3 *AUTHORISES signing of the contract extension documents.*

BACKGROUND

Contract No. 085-99/00 was awarded by Council at its ordinary meeting of 23 May, 2000 (Report No. CJ122-05/00 refers). Three tenders were received and the evaluation process identified Wintergreene Drilling as the preferred tenderer. Wintergreene Drilling is based in Ballajura and has successfully undertaken this work for Council since 1992.

Contract No. 087–99/00 was awarded by Council at its ordinary meeting of 23 May, 2000 (Report No CJ120–05/00 refers). Five tenders were received and the evaluation process identified TurboMaster Pumps Pty Ltd as the preferred tenderer. TurboMaster Pumps Pty Ltd is based in Wangara.

TurboMaster were previously known as Metcalf Pumps Pty Ltd and have successfully supplied and maintained Councils bore hole pumping units since 1980. The relocation of the company from Osborne Park to Wangara has benefited the City in service availability and modernised testing and development of the units.

DETAILS

Contract No. 085-99/00 Wintergreene Drilling has undertaken all Councils borehole drilling requirements since 1988. Their experience in this area is acknowledged and they currently undertake drilling for the Cities of Stirling and Wanneroo in conjunction with Joondalup.

Contract No. 087-99/00 TurboMasters Pumps. This company has an extensive workshop and pump fabrication section in Wangara. Operations currently service 30-35 pumps annually during June, July and August and TurboMaster are able to accommodate this and other Councils requirements.

Both companies have proven their experience and competitiveness over a significant period of years.

Financial Implications

Funding for these works are allocated within the Operations Services maintenance budget or the Capital Works Program as authorised by Council in its adoption of the Annual Budget.

COMMENT

The request for extension of the contract is supported by Officers for the following reasons:

- No price adjustment proposed
- Service provision has been good
- Availability has been within accepted timeframe
- Product information has been supplied when appropriate
- This service was previously exposed to the public tender process and the most competitive bid was awarded the contract on the basis that they have available equipment, resources and materials to undertake the works in the most responsive manner.

It is therefore recommended that Contract No. 085–99/00 - Construction, Developing and Testing of Bores within the City and Contract be extended for a twelve month period in accordance with clause 16, contract period in the General Conditions of Contract.

It is therefore recommended that Contract No. 087–99/00 - Supply of Submersible Borehole Pumps and Vertical Lineshaft Pumps be extended for a twelve month period in accordance with clause 35, contract period in the General Conditions of Contract.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council AUTHORISES:

- 1 the extension of Contract No 085-99/00 - Construction, Developing and Testing of Bores within the City for a period of twelve months from 1 July 2002 to 30 June 2003 in accordance with the Schedule of Rates which forms Attachment 1 to Report CJ056-03/02;**
- 2 the extension of Contract No 087-99/00 - Supply of Submersible Borehole Pumps and Vertical Lineshaft Pumps for a period of twelve months from 1 July 2002 to 30 June 2003 in accordance with the Schedule of Rates which forms Attachment 2 to Report CJ056-03/02;**
- 3 signing of the contract extension documents.**

Appendix 3 refers

To access this attachment on electronic document, click here: [Attach3brf050302.pdf](#)

CJ057 - 03/02 MODIFICATION TO ILUKA STRUCTURE PLAN – [48934]

WARD – North Coastal

CJ020305_BRF.DOC:ITEM 8

PURPOSE

The purpose of the report is for Council to consider a number of modifications to the Iluka Structure Plan following the Western Australian Planning Commission (WAPC) decision to adopt the structure plan on 24 July 2001 subject to modifications (Attachment 1).

EXECUTIVE SUMMARY

Council adopted the Iluka Structure Plan at its meeting on 13 March 2001 (CJ067-03/01). The Iluka Structure Plan was referred to the WAPC where it was adopted on 24 July 2001, subject to a number of modifications:

- Changes to (Figure 1) to identify O'Mara Boulevard and Burns Beach Road as 'special streets', the inclusion of additional park land north-east of the Structure Plan area, the inclusion of a road connection to Delgado Parade and the redesign of the area around Sir James McCusker park in accordance with Liveable Neighbourhoods.
- Inclusion of Road Reserve widths for streets 'AO' and 'AP' (identified as such due to road names not being allocated) in Table 5.4 of the Iluka Structure Plan Traffic Report.
- The words 'to the Crown' being inserted between the words 'free of cost' and 'by the developer' in Section 7 – Parks and Recreation Reserves of Part1 of the Iluka Structure Plan report.
- 16 metre wide road reserves as marked in the Iluka Structure Plan, being modified to incorporate 7-7.5 metre wide pavement widths.
- Additional footpath and dual use paths should be provided, to be consistent with Liveable Neighbourhood Policy.

The City together with consultants Roberts Day Group have prepared the above modifications to the Iluka Structure Plan. The proposed modifications are minor and will improve the integrity of the Structure Plan.

Given that the proposed modifications to the Iluka Structure Plan are minor it is recommended that public advertising be waived and the Iluka Structure Plan forwarded to the WAPC for adoption and certification.

BACKGROUND

Suburb/Location:	Iluka
Applicant:	Roberts Day Group
Owner:	The Roman Catholic Archbishop and Davidson Pty Ltd
Zoning:	DPS: Urban Development
	MRS: Urban
Strategic Plan:	Lifestyle – Strategy 2.6 Promote and enjoy lifestyles that engender Environmental, Social and Economic balance.

Previous Council Decision

At its meeting on 13 March 2001, Council resolved that the Iluka Structure Plan is satisfactory following the advertising period and forwarded copies to the WAPC for adoption and certification.

The Iluka Structure Plan provides guidance with respect to the subdivision/development of land bounded by Burns Beach Road, Silver Sands Drive, Naturaliste Boulevard, Miami Beach Promenade and Delgado Parade. The Structure Plan primarily sets the land aside for residential purpose but includes a commercial area located to the west of the Structure Plan on the corner of O'Mara Boulevard and Burns Beach Road.

WAPC Decision

The Iluka Structure Plan was adopted by the WAPC on 24 July 2001, subject to a number of modifications:

1. Following modifications being undertaken to the Structure Plan Map (Figure 1):
 - O'Mara Boulevard and Burns Beach Road being marked as 'special street(s)' and subject to further planning – specifically detailed cross section;
 - A small pocket park being provided for in the north-east corner of the Structure Plan area;
 - Inclusion of the road connection to Delgado Parade – as per subdivision approval WAPC Ref: 113905;
 - The land bounded by Silver Sands Drive, Delgado Parade and Sir James McCusker Park being identified as being redesigned in accordance with Liveable Neighbourhoods Policy.
2. Inclusion of Road Reserve widths for streets 'AO' and 'AP' (identified as such due to road names not being allocated) in Table 5.4 of the Iluka Structure Plan Traffic Report.
3. The words 'to the Crown' being inserted between the words 'free of cost' and 'by the developer' in Section 7 – Parks and Recreation Reserves of Part 1 of the Iluka Structure Plan report.
4. 16 metre wide road reserves as marked in the Iluka Structure Plan, being modified to incorporate 7-7.5 metre wide pavement widths.
5. Additional footpath and dual use paths should be provided, to be consistent with Liveable Neighbourhood Policy.

DETAIL

Current Proposal or Issue

The proposed changes to Figure 1 of the Iluka Structure Plan have been introduced to highlight the importance of O'Mara Boulevard, Burns Beach Road, and the land abutting James McCusker Park to future planning and development of the area. Minor changes to a road connection in Delgado Parade reflect the road layout approved in the associated subdivision application (WAPC Ref: 113905), whilst the inclusion of additional public open space will improve the distribution of and access to public open space throughout the structure plan area.

Changes proposed to both the Structure Plan Traffic Report and road reserve widths and the inclusion of additional footpaths and dual use paths have been requested to bring the structure plan more in line with standards under Liveable Neighbourhoods. Modifications to Section 7 Parks and Recreation, are minor changes to the Structure Plan aimed at improving its implementation.

Statutory Provision:

Clause 9.6.3 of the scheme outlines the Commission's consideration of the structure plan. Under clause 9.6.3 (c) if the Commission requires modifications to the Structure Plan the proponent shall make the modifications with the Council and resubmit the Structure Plan for consideration under Clause 9.4.

Under the provision of clause 9.4 of the scheme, advertising of the structure plan subject to minor changes may be waived at the discretion of the Council. After considering the proposed modifications Council then proceeds to either refuse to adopt the modifications to the structure plan or resolves that the modifications to the structure plan are satisfactory with or without changes.

COMMENT

Assessment and Reasons for Recommendation

The proposed modifications to Figure 1 address a number of important issues concerning distribution of public open space, road planning and future development around Sir James McCusker Park, O'Mara Boulevard and Burns Beach Road. The changes to Delgado Parade are in accordance with an approved subdivision application. The road is now opposite Stinson Square and does not connect through to provide vehicular access.

Additional changes to the Iluka Structure Plan are minor, requiring some changes to the Traffic Report, the inclusion of additional dual use paths and footpaths to the Structure Plan area and modifications to Section 7 Parks and Recreation to improve implementation of the Structure Plan.

Given that the proposed modifications to the Iluka Structure Plan are minor it is recommended that public advertising be waived. It is recommended it be considered the Structure Plan is satisfactory and copies forwarded to the WAPC for adoption and certification.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council:

- 1** pursuant to clause 9.4 of the City of Joondalup's District Planning Scheme **RESOLVES** that advertising of the Iluka Structure Plan be waived given that the modifications proposed are minor;
- 2** **RESOLVES** that the Structure Plan is satisfactory and submits three copies to the Western Australian Planning Commission for adoption and certification;
- 3** **ADOPTS** the Structure Plan and upon receipt of the documents from the Western Australian Planning Commission authorise the signing and sealing.

Appendix 5 refers

To access this attachment on electronic document, click here: [Attach5brf050302.pdf](#)

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CJ058 - 03/02 REQUEST FOR CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN CARRON RISE AND ROSSITER HEIGHTS, HILLARYS – [41466]

WARD - Whitfords

CJ020305_BRF.DOC:ITEM 10

PURPOSE

The purpose of this report is for Council to consider the closure of the pedestrian accessway (PAW) between Carron Rise and Rossiter Heights, Hillarys. (See Attachment 1).

EXECUTIVE SUMMARY

A request to close the PAW between Carron Rise and Rossiter Heights, Hillarys has been received from all four adjoining landowners and their justification for closure is that the PAW provides little or no useful shortcut advantage, closure would improve security, graffiti, nuisance and noise from skateboarders. The application was advertised for public comment from 2 October 2001 to 1 November 2001. As part of the advertising process questionnaires were forwarded to local residents seeking their view on closure of the PAW. A letter was attached to the questionnaire that provided information on the grounds for closure put forward by the applicants.

The City's Pedestrian Accessway Policy requires formal evaluation of the request for closure. This evaluation is composed of three parts, assessing Urban Design, Nuisance Impact and Community Impact. The assessments are rated as low, medium or high and a recommendation made whether to support closure or not.

The Urban Design Assessment determines the importance of the PAW in the pedestrian movement network by analysing the impact closure would have on access to local community facilities within 400 metres. The Nuisance Impact Assessment assesses any evidence and information to determine the degree of anti-social behaviour being experienced and the Community Impact Assessment examines the information provided by surrounding residents to determine the PAW's level of use.

In this case, the Urban Design, Nuisance Impact and Community Impact Assessments are all rated as medium, low and low respectively. Based on these ratings, the proposal accords with Case 4 of the Pedestrian Accessway Policy, therefore it is recommended that the PAW between Carron Rise and Rossiter Heights, Hillarys is not supported for closure.

BACKGROUND

Suburb/Location:	Hillarys
Applicant:	Mr & Mrs AP & CA Smith Mr J and Mrs H Jacob Mr C and Mrs M Cook Mr I and Mrs Kemp
Zoning:	Residential
DPS:	
MRS:	Urban

Strategic Plan: Lifestyle – Strategy 2.6
Promote and enjoy lifestyles that engender environmental, social and economic balance

DETAILS

Current Proposal or Issue

The four adjoining landowners request closure based on:

- concerns that the proposed new shopping centre will create additional opportunities for roving vandalism
- graffiti has been experienced
- closure will improve the security of the adjoining properties by preventing obscured side entry from the PAW
- skateboarders use the PAW creating noise and nuisance

All four adjoining landowners support the closure and should closure be supported the land within the PAW can be disposed of to adjoining landowners who will meet all of the necessary costs and conditions. As part of their request they provided a petition of support signed by residents from 7 homes in Carron Rise and 8 homes in Rossiter Heights.

Site Inspection (See Attachment 2)

- Very little rubbish/broken glass etc
- No obvious fence damage
- Graffiti was old and minor
- Some weeding required
- Light poles at each end of PAW
- Links to Gipps Court
- Vision good

PAW Closure Process

A request can be made to close a PAW and the City's Pedestrian Accessway Policy provides the process and guidelines for dealing with requests for closure. From the outset, the City must have an indication that some or all of the adjoining landowners are prepared to acquire the land within the PAW, pay the associated costs and meet any necessary conditions. As part of the process service authorities provide details of any service plant within the PAW that would be affected by the proposed closure and if it can be modified or removed to accommodate the closure. If Council and the Minister for Planning and Infrastructure support the application to close the PAW, on receipt of such approvals the Department of Land Administration (DOLA) will arrange a valuation of the land and commence formal closure actions.

Consultation:

Consultation was by the erection of a notification sign at each end of the PAW for a period of thirty days from 1 October 2001 to 2 November 2001 and a letter and questionnaire forwarded to residents living within a 400-metre radius of the subject PAW. The letter provided the reasons the adjoining landowners seek closure and the questionnaire seeks information from residents on various matters relating to the PAW.

Attachments (3) and (4) summarise the information received from the returned questionnaires during the advertising period.

Prior to DOLA considering closure of a PAW, it is necessary for the Department of Planning and Infrastructure (DPI) to support closure. As per the City's Pedestrian Accessway Policy, the City seeks the DPI's view. The former Ministry for Planning and Department of Transport, which now are under the portfolio of the DPI, have provided comments on this application. Both agencies did not object to the closure, the Ministry for Planning stating that *"The Ministry has considered the proposed closure of the pedestrian accessway by assessing the impacts that the proposed closure would have upon the walkable access to facilities that exist within the immediate area, especially access to bus stops and public open space. In this instance the impact of closure is minimal to local residents."*

Policy Implications:

This City's Pedestrian Accessway Policy has been prepared in accordance with clause 8.11 of the City of Joondalup's District Planning Scheme No.2, which allows Council to prepare planning policies relating to planning or development within the scheme area. The Policy provides guidance on the inclusion and design of PAWs in new subdivisions and assessment criteria for closure of PAWs.

As part of the City's Pedestrian Accessway Policy when closure of a PAW is requested formal evaluation of the application is conducted. This evaluation is composed of three parts, assessing Urban Design, Nuisance Impact and Community Impact. The assessments are rated low, medium or high and a recommendation made whether to support closure or not.

The Urban Design Assessment determines the importance of the PAW in the pedestrian movement network by analysing the impact closure would have on access to local community facilities within 400 metres. The Nuisance Impact Assessment assesses any evidence and information to determine the degree of anti-social behaviour being experienced and the Community Impact Assessment examines the information provided by surrounding residents to determine the PAW's level of use.

COMMENT

Assessment and Reasons for Recommendation

Urban Design Assessment

The subject PAW is part of a network with the next PAW in the link (in Gipps Court) leading indirectly to Mawson Park (Reserve 33401) and to a system of PAWs via Colson Place to Drinan Place. (See Attachment 2) There is a shopping centre site on the corner of Flinders Avenue and Waterford Drive and the closest bus stops are on Waterford Drive as shown on Attachment (2). This PAW is not part of the "Safe Routes to School" programme or significant with regard to the City's Bike Plan.

Examinations were conducted to assess the impact before and after closure of the PAW on homes within 400 metres of the local bus stops, the proposed shopping centre and Mawson Park. Should closure of the PAW take place, there could be some minor increase in walking distance to Mawson Park but there would not be a significant increase in walking distances to the local bus stops and the shopping centre site. This is confirmed by the information in the returned questionnaires as it indicates that this does not appear to be a well used PAW.

The subject PAW is linked indirectly to community facilities and it is part of a continuous link to community facilities. Therefore, a medium rating has been applied to the Urban Design Assessment as it is stated in Policy 3.2.7:

- PAW provides a route to community facilities but not direct;
- An alternative route exists but some inconvenience;
- PAW not designated as a ‘safe route to school’ or bike plan.

Nuisance Impact Assessment

The Nuisance Impact Assessment is carried out by investigating any reported anti-social behaviour however, it should be noted that the applicants did not justify closure of the PAW due to excessive anti-social problems. Reports from the Hillarys Police Department and the City’s Security Watch indicate that the problems encountered with the PAW do not appear to suggest that criminal activity or anti-social behaviour in and around the area of the PAW is any higher than other areas within the suburb. The police advised that *“a check of police records has failed to identify any particular incidents of an anti-social nature that can be directly related to the Rossiter Heights, Carron Rise pedestrian accessway.”*

Information from the City’s security service “City Watch” advised that between the period of 26 December 2001 and 4 February 2001, 48 patrols were undertaken in the vicinity of the subject PAW and no incidents were recorded.

Attachment (3) demonstrates responses to the questions relating to any incidents or evidence local residents have witnessed with regard to anti-social behaviour.

The site inspection carried out by a City officer revealed a clean, well-maintained PAW with no obvious evidence of vandalism or anti-social behaviour therefore based on the foregoing, the Nuisance Assessment is rated low as per Policy 3.2.7 – Pedestrian Accessways:

- Occurrence of criminal activity or antisocial behaviour similar to elsewhere in the suburb.
- Types of offences are limited to antisocial behaviour
- The severity of antisocial behaviour is similar to elsewhere in the suburb

Community Impact Assessment

The Community Impact Assessment is undertaken to obtain information about the PAW’s level of use and Attachment (4) indicates the reasons for use, and frequency of use for the 12 users of the PAW.

The level of use of the PAW is low with only 12 local residents advising that they use the PAW, it being used daily by 4 residents and the main reason for its use is for exercise/social purposes. One resident uses it twice daily to access the bus stop as well as for exercise/social reasons. Of the 12 users of the PAW, 4 advised that if closure was supported they would be inconvenienced.

It is considered that this PAW is not a major link in the network, which is likely to account for the PAW not being well used. As there appears to be a low level of use associated with this PAW it is rated as low as per Policy 3.2.7 – Pedestrian Accessways:

- High number of residents in favour of closure
- Low number of households using the PAW
- Few users inconvenienced by closure

Final Assessment

The result of each assessment is detailed below:

Urban Design	-	Medium
Nuisance Impact	-	Low
Community Impact	-	Low

It is acknowledged that from the results of the Community Impact Assessment, the subject PAW has relatively low use, however, the PAW is an indirect link to community facilities and the criteria as outlined in the City's Pedestrian Accessway policy directs the Urban Design Assessment to be rated medium. This rating does not appear unreasonable given the fact that there is an undeveloped shopping centre site with a current planning approval in close proximity to the PAW that may in the future, generate more pedestrian traffic. Also, the Nuisance Impact Assessment demonstrates that there is not a significant level of anti-social behaviour associated with this PAW.

The assessment accords with Case 4 of the Pedestrian Accessway Policy and therefore it is recommended that the pedestrian accessway between Carron Rise and Rossiter Heights is not supported for closure.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council DOES NOT SUPPORT the closure of the pedestrian accessway between Rossiter Heights and Carron Rise, Hillarys.

Appendices 7 & 7(a) refer

To access this attachment on electronic document, click here: [Attach7brf050302.pdf](#)
[Attach7abrf050302.pdf](#)

CJ059 - 03/02 REQUEST FOR CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN BARRACUDA COURT AND LANCETT COURT, SORRENTO – [56123]

WARD – South Coastal

CJ020305_BRF.DOC:ITEM 11

PURPOSE

The purpose of this report is for Council to consider the closure of the pedestrian accessway (PAW) between Barracuda Court and Lancett Court, Sorrento. (See Attachment 1)

EXECUTIVE SUMMARY

A request to close the PAW between Barracuda Court and Lancett Court, Sorrento has been received from one of the adjoining landowners and the justification for closure is various and regular acts of anti-social behaviour. The request was accompanied by a petition of support from surrounding residents. The application was advertised for public comment from 27 September 2001 to 27 October 2001. As part of the advertising process, questionnaires were forwarded to local residents requesting their view on closure of the PAW. A letter was attached to the questionnaire that provided information on the grounds for closure put forward by the applicant.

The City's Pedestrian Accessway Policy requires formal evaluation of the request for closure. This evaluation is composed of three parts, assessing Urban Design, Nuisance Impact and Community Impact. The assessments are rated as low, medium or high and a recommendation made whether to support closure or not.

The Urban Design Assessment determines the importance of the PAW in the pedestrian movement network by analysing the impact closure would have on access to local community facilities within 400 metres. The Nuisance Impact Assessment assesses any evidence and information to determine the degree of anti-social behaviour being experienced and the Community Impact Assessment examines the information provided by surrounding residents to determine the PAW's level of use.

In this case, the Urban Design, Nuisance Impact and Community Impact Assessments are rated as medium, low and medium respectively. Based on these ratings, the proposal accords with Case 5 of the Pedestrian Accessway Policy, therefore the pedestrian accessway between Barracuda Court and Lancett Court, Sorrento is not supported for closure.

BACKGROUND

Suburb/Location: Sorrento
Applicant: Mr B Lund
Zoning: **DPS:** Residential
 MRS: Urban

Strategic Plan: Lifestyle – Strategy 2.6
Promote and enjoy lifestyles that engender environmental, social and economic balance

DETAILS

Current Proposal or Issue

The applicant provided a petition in support of the proposal signed by 54 residents. However, as questionnaires were forwarded to all of the residents who originally signed the petition, consideration has been given to the information provided in the returned questionnaires and the submissions received during the public consultation period rather than the petition.

The reasons for requesting closure are:

- Vandalism which includes the destruction of letter boxes, gardens, fences, spray painting a vehicle, throwing glass bottles and stealing property from gardens and vehicles
- Leaving litter including drug taking aids in the PAW, streets and gardens
- Using the PAW as a toilet
- Anti-social behaviour from youths such as swearing, screaming abuse at each other and threatening residents
- Youths congregating in the PAW drinking alcohol

All four adjoining landowners support the closure and should closure be supported the land within the PAW can be disposed of to adjoining landowners who will meet all of the necessary costs and conditions.

Site Inspection (See Attachment 2)

A mid afternoon site inspection was carried out, which revealed:

- Attractive PAW that has been planted out
- Vision through PAW may be reduced by overgrown plants
- PAW not part of a network
- Very quiet area
- No obvious sign of fence damage
- No obvious sign of graffiti
- All four adjoining landowners have reasonably high fences
- Light poles at each end of PAW
- PAW slightly uphill from Lancett Court

PAW Closure Process

A request can be made to close a PAW and the City's Pedestrian Accessway Policy provides the process and guidelines for dealing with requests for closure. From the outset, the City must have an indication that some or all of the adjoining landowners are prepared to acquire the land within the PAW, pay the associated costs and meet any necessary conditions. As part of the process service authorities provide details of any service plant within the PAW that would be affected by the proposed closure and if it can be modified or removed to accommodate the closure. If Council and the Minister for Planning and Infrastructure support the application to close the PAW, on receipt of such approvals the Department of Land Administration (DOLA) will arrange a valuation of the land and commence formal closure actions.

Consultation:

Consultation was by way of a notification sign at each end of the PAW for a period of thirty days from 27 September 2001 to 27 October 2001 and a letter and questionnaire forwarded to residents living within a 400-metre radius of the subject pedestrian accessway. The letter provided the reasons the adjoining landowners wished the PAW to be closed and the questionnaires requested information from residents on various matters related to the PAW.

Attachments (3) and (4) summarise the information received during the advertising period. The City also received seven submissions (four from one household) objecting to the proposal and a submission of support was forwarded from an adjoining landowner. The objectors state that although living in close proximity to the PAW very little anti-social behaviour has been witnessed. A few incidents of anti-social behaviour have taken place after parties held in a local residence in Barracuda Court. Objectors further advised that the PAW is used daily for transport to work and school and the type of incidents that the applicants advise take place within the PAW take place everywhere. Graffiti has not been seen for approximately three years

In the submission of support, the City was advised that security lights have been broken twice recently and adjoining landowners endure disturbances in the middle of the night with people climbing the fence. A male was witnessed peering over the fence towards a bedroom window; car damage, items stolen from the backyard, graffiti and foul language has been heard from youths running down the PAW or loitering within it.

Prior to DOLA considering closure of a PAW, it is necessary for the Department of Planning and Infrastructure (DPI) to support closure. The former Ministry for Planning and Department of Transport, which now are under the portfolio of the DPI, have provided comments on this application. The Department of Transport advised that it did not object to the proposal stating *“The PAW has small potential usage. The added walking distance to the bus stop is only small, at 100 metres.”*

Comments from the Ministry for Planning state *“The Ministry advises that it does not support the closure of the PAW as it would result in longer and less convenient pedestrian and cycle access to nearby neighbourhood facilities, in this case Seacrest Park and Seacrest Village.”*

Policy Implications:

This City’s Pedestrian Accessway Policy has been prepared in accordance with clause 8.11 of the City of Joondalup’s District Planning Scheme No.2, which allows Council to prepare planning policies relating to planning or development within the scheme area. The Policy provides guidance on the inclusion and design of PAWs in new subdivisions and assessment criteria for closure of PAWs.

As part of the City’s Pedestrian Accessway Policy when closure of a PAW is requested formal evaluation of the application is conducted. This evaluation is composed of three parts, assessing Urban Design, Nuisance Impact and Community Impact. The assessments are rated low, medium or high and a recommendation made whether to support closure or not.

The Urban Design Assessment determines the importance of the PAW in the pedestrian movement network by analysing the impact closure would have on access to local community facilities within 400 metres. The Nuisance Impact Assessment assesses any evidence and information to determine the degree of anti-social behaviour being experienced and the Community Impact Assessment examines the information provided by surrounding residents to determine the PAW's level of use.

COMMENT

Assessment and Reasons for Recommendation

The evaluation of a PAW closure request is composed of three parts, assessing Urban Design, Nuisance Impact and Community Impact.

Urban Design Assessment

If closure of the subject PAW was to take place, residents in four streets would be affected, namely the two subject streets and Dace Court and Herring Court. With regard to the bus stop on Seacrest Drive, the residents in Herring Court and the cul-de-sac head of Barracuda Court would have their walking distances increased to that over 400 metres if the PAW was closed. Walking distances to Seacrest Park would also increase to over 400 metres for some of the residents in Barracuda Court. There would not be any significant increase in walking distances to the shopping centre or another local park (Harman Park) if the PAW was closed.

The bus stop on the eastern side of Seacrest Drive appears to be one of the main attractors and the level of use from the four streets according to the returned questionnaires is relatively high. Further information gathered from the questionnaires indicate that the subject PAW is also well used for exercise/social pedestrian movement and for access to the parks and shopping centre.

Of the objectors that use the PAW, access to public transport is one of the prime reasons for objection. When access to public transport is an issue, it is often for the reason that the objector is using the PAW twice daily for commuting to work or school and this was evident from the returned questionnaires.

A medium rating has been applied to the Urban Design Assessment as it is stated in Policy 3.2.7 – Pedestrian Accessways:

- PAW provides a route to community facilities but not direct
- An alternative route exists but some inconvenience
- PAW not designated as a 'safe route to school' or part of the bike plan

Nuisance Impact Assessment

The Nuisance Impact Assessment is carried out by investigating any reported anti-social behaviour. The police advised that the *“level of crime could in no way be considered excessive, however, statistics do not cover incidents of anti-social behaviour that either may not have been reported by the public or have not been recorded by the police as an offence committed.”* A police officer conducted a site inspection and reported that the PAW was relatively free of graffiti, with little evidence of vandalism. From a police perspective there was no objection to the proposed closure however, closure was not deemed essential.

Information acquired from the City's security service "City Watch" indicated that between the period of 26 December 2000 and 4 February 2001, 48 patrols were undertaken in the vicinity of the subject PAW and no incidents were recorded. The reports from the Warwick Police Department and the City's Security Watch suggest that the criminal activity and anti-social behaviour in and around the area of the PAW is no higher than other areas within the suburb.

Attachment (3) demonstrates responses to the questions relating to any incidents or evidence local residents have witnessed with regard to anti-social behaviour. Of the 16 supporters that use the PAW, rubbish, broken glass, tipping over bins, damage to letterboxes, broken fences and graffiti have been witnessed.

The site inspection carried out by a City officer revealed a clean, well-maintained PAW with no obvious evidence of vandalism or anti-social behaviour therefore based on the foregoing, the Nuisance Impact Assessment is rated low as per Policy 3.2.7 – Pedestrian Accessways:

- Occurrence of criminal activity or antisocial behaviour similar to elsewhere in the suburb.
- Types of offences are limited to antisocial behaviour
- The severity of antisocial behaviour is similar to elsewhere in the suburb

Community Impact Assessment

The Community Impact Assessment is undertaken to enable the City to gather information related to the PAW's level of use and Attachment (4) indicates the reasons for use and frequency of use for the 47 users of the PAW.

Of the 53 supporters for closure, 24 did not provide any information as to why they supported the closure. It should be noted that many of them are unlikely to be affected (see Attachment 1). The type of comments from the remaining 29 supporters are that the PAW serves very little purpose and PAWs in general attract loitering by youths and thereafter vandalism to property.

Of the 47 users of the PAW, 29 advised that if closure was supported they would be inconvenienced, 17 (14%) advised they would not be inconvenienced and 1 person advised that they may be inconvenienced.

Whilst it is considered that this PAW does not form part of a network of accessways, this PAW still appears to be well used for a variety of reasons, access to public transport being one the main ones.

Of the 95 questionnaires returned, there were 25 (26%) objectors to closure and 53 (60%) supporters, 17 (14%) being neutral. However, out of the 53 supporters, only 16 (30%) used the PAW. From the total returned questionnaires, the percentage of residents inconvenienced if closure takes place was 29 (31%). Forty seven (49%) of users of the PAW would be inconvenienced if the PAW was closed. Therefore as the subject PAW appears to have a reasonable level of use, the Community Impact Assessment is rated medium as Policy 3.2.7 – Pedestrian Accessways:

- Medium portion of respondents not in favour of closure (over 30%)
- Moderate level of households using the PAW
- Moderate portion of users inconvenienced by closure of the PAW (30-50%)

Final Assessment

The result of each assessment is detailed below:

Urban Design	-	Medium
Nuisance Assessment	-	Low
Community Assessment	-	Medium

The assessment meets Case 5 of the Pedestrian Accessway Policy and therefore it is recommended that the pedestrian accessway between Barracuda Court and Lancett Court, Sorrento is not supported for closure.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council DOES NOT SUPPORT the closure of the pedestrian accessway that leads from Barracuda Court to Lancett Court, Sorrento.

Appendices 8 & 8(a) refer

To access this attachment on electronic document, click here: [Attach8brf050302.pdf](#)

REPORT OF THE CHIEF EXECUTIVE OFFICER

ITEM 1 - ENTERPRISE AGREEMENT – [19883] [930490]

WARD - All

This Item is

Confidential - Not For Publication

A report has been provided to Elected Members under separate cover and will be considered at the Council meeting on 12 March 2002.

9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Mr Clayton Higham, Director Planning and Community Development has stated his intention to declare an interest in Notice of Motion No 1 – Cr Patterson, as he is a shareholder in the Mayne Group.

NOTICE OF MOTION NO 1 – CR A PATTERSON

In accordance with Clause 3.12 of the Standing Orders Local Law, Cr Andrew Patterson has given notice of his intention to move the following motion at the Council meeting to be held on Tuesday 12 March 2002:

“That:

- 1 Council DIRECTS the Chief Executive Officer to undertake a feasibility study of the potential for the City of Joondalup to provide a fee paying parking area for the Joondalup Health Campus;*
- 2 the Chief Executive Officer provides a report on this proposal within two months from the date of this Council meeting.”*

OFFICER’S COMMENT

Background

The Joondalup Health Campus is located on Reserve 36696 (60 Shenton Avenue). The site is partially developed with the regional health facilities, community health centre, an ambulance depot and associated medical services. Planning for the complex must include provision for parking.

The City recently granted approval for additional parking for the development but this has not as yet been constructed. Parking is still a problem in the area and will be aggravated by proposed developments on the adjacent Grand Boulevard lots.

The Role Of The City Of Joondalup

The City’s role in relation to parking is to provide parking facilities that are available for use by the general public, not just for specific user groups. In undertaking any parking related works such as the suggested feasibility study, the City would need to be very careful not to be setting a precedent. It could become difficult to refuse similar requests from any of the other major activities in the City Centre that may from time to time find they have trouble meeting their parking responsibilities.

Undertaking such a feasibility study is likely to require specialised advice from appropriate consultants. It may not be appropriate, and in some circumstances could be against the provisions of the Local Government Act 1995 for costs of any consultants on such a project to be met by the City.

The City should encourage the Joondalup Health Campus to prepare its own feasibility study and meet the costs accordingly. The Joondalup Health Campus is a privately owned and operated Hospital and Health Care Service with profit making intent.

The recently adopted Joondalup City Centre Public Parking Strategy ruled out the introduction of fee paid parking at Joondalup at this time. It was considered the introduction of fee paid parking would be a highly sensitive issue, premature at this time and very likely to provide the wrong message to prospective developers and having potential to stifle further development.

The introduction of fee paid parking, depending on the daily fee, could have Fringe Benefits Tax implications on employers in the vicinity.

Suggested Approach

It is recognised that parking is an important issue for the Health Campus and for other institutions and businesses in the City Centre. It is also recognised that parking problems are hard to localise and tend to flow into and create problems in other areas. It is therefore most important that parking issues in the City Centre are approached in a coordinated manner.

While the Health Campus is an independent self contained operation, any overflow in parking can have a major impact on the use of surrounding streets and properties. It is considered important that this issue be discussed with the Campus administration with a view to assisting in the formulation of a detailed parking plan for the area. Such a parking plan may not necessarily require active participation by the City, however all options should be considered.

There may be a number of options available for appropriate parking to be provided on the site. Some of these options may involve fees but such a move would have ramifications for adjacent areas of the City Centre.

OFFICER'S RECOMMENDATION

That Council **APPROACHES** the Joondalup Health Campus administration to investigate the parking requirements for the existing and future activities on the site and options for the appropriate provision of on-site parking.

NOTICE OF MOTION NO 2 – CR A PATTERSON

In accordance with Clause 3.12 of the Standing Orders Local Law, Cr Andrew Patterson has given notice of his intention to move the following motion at the Council meeting to be held on Tuesday 12 March 2002:

“That:

- 1 Council PREPARES a proposal to be forwarded to the Geographic Names Committee requesting that the name of the area between Warwick Road and Beach Road now known as Duncraig be changed to South Duncraig;*
- 2 a period of community consultation be carried out amongst the residents in the affected area to ensure community support for such a change.”*

OFFICER’S COMMENT

In addition to the support of the Council the Geographic Names Committee will require a strong indication from the affected community and sound reasons for such a change. The Committee will also be guided by the suitability of the proposed name, based on established criteria.

The community support is usually gauged by a survey of affected property owners and occupiers, which has, in the past been undertaken by those in the community seeking the change. Given the extent of the area involved it would be appropriate for the Council to undertake such a survey. Budget funds would need to be identified to carry out such a survey. At this stage, the cost is unknown. Prior to proceeding it would be useful to receive some indication from the community that they would support such a change. A petition may be one such way of the Council obtaining that indication.

NOTICE OF MOTION NO 3 – CR A PATTERSON

In accordance with Clause 3.12 of the Standing Orders Local Law, Cr Andrew Patterson has given notice of his intention to move the following motion at the Council meeting to be held on Tuesday 12 March 2002:

“That:

- 1 Council ENSURES all ratepayers are aware of its commitment to financial efficiency, discipline and local economic development, a report be prepared by the Chief Executive Officer on the success of Council’s contracting out activities since December 1999.*

- 2 *the report requested in (1) above is to address the following issues:*
- *the amount of money saved by these contracting out activities.*
 - *the reduction in the number of FTE's employed by the council.*
 - *the increase in money available for improvements to various amenities in the City of Joondalup.*
 - *the positive impact for local business and economic development in the City of Joondalup of such activities.*

The report is to be completed by June 2002.”

NOTICE OF MOTION NO 4 – CR A PATTERSON

In accordance with Clause 3.12 of the Standing Orders Local Law, Cr Andrew Patterson has given notice of his intention to move the following motion at the Council meeting to be held on Tuesday 12 March 2002:

“That:

- 1 *in the interests of open and transparent government, that Council REQUESTS the Mayor to write to the Minister for Local Government asking for details of the meeting between a number of City of Joondalup Councillors and himself that was held in January 2002, with his correspondence including:*
- *who convened the meeting?*
 - *who was in attendance?*
 - *what issues were discussed at the meeting?*
 - *the agreed outcomes of the meeting?*
- 2 *once a response is received it is tabled at the following Council meeting.”*

NOTICE OF MOTION NO 5 – CR CAROL MACKINTOSH

In accordance with Clause 3.12 of the Standing Orders Local Law, Cr Carol Mackintosh has given notice of her intention to move the following motion at the Council meeting to be held on Tuesday 12 March 2002:

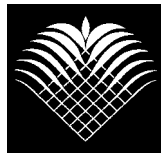
“That Cr Allison Walker be requested to explain why she did not disclose to a colleague Councillor, either before or after a meeting where both were present, the details of a petition by the Senior Citizens of Whitford Senior Citizens Centre, calling for a Special Meeting of Electors”

10 DATE OF NEXT MEETING

The next meeting of the Council has been scheduled for **7.00 pm** on **TUESDAY, 26 MARCH 2002** to be held in the Council Chamber, Joondalup Civic Centre, Boas Avenue, Joondalup

11 CLOSURE

DECLARATION OF INTEREST FORM, CLICK HERE: [declofininterestsept2001.pdf](#)



City of
Joondalup

QUESTION TO MEETING OF COUNCIL

NAME

ADDRESS

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QUESTION

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Please place this form in the tray provided at the meeting or post to:

The Chief Executive Officer
City of Joondalup
P O Box 21
Joondalup WA 6919

NOTE Council is not obliged to respond to a question that does not relate to a matter affecting the municipality.

Questions at a Special Meeting of Council must relate to the stated purpose of the meeting.

FOR SEATING PLAN OF THE COUNCIL CHAMBER, CLICK HERE: [seatplan.pdf](#)

