



AGENDA

Strategy and Project Development Committee

Monday, 10 April 2017, 6.00pm

CITY OF FREMANTLE
NOTICE OF A STRATEGY AND PROJECT DEVELOPMENT
COMMITTEE MEETING

Elected Members

A Strategy and Project Development Committee meeting of the City of Fremantle will be held on **Monday, 10 April 2017** in the Council Chamber, Town Hall Centre, 8 William Street, Fremantle commencing at 6.00 pm.

A handwritten signature in blue ink, consisting of a large, stylized loop followed by a long horizontal stroke and a vertical line extending downwards.

Philip St John
CHIEF EXECUTIVE OFFICER

6 April 2017

STRATEGY AND PROJECT DEVELOPMENT COMMITTEE

AGENDA

DECLARATION OF OPENING

NYOONGAR ACKNOWLEDGEMENT STATEMENT

"We acknowledge this land that we meet on today is part of the traditional lands of the Nyoongar people and that we respect their spiritual relationship with their country. We also acknowledge the Nyoongar people as the custodians of the greater Fremantle/Walyalup area and that their cultural and heritage beliefs are still important to the living Nyoongar people today."

ATTENDANCE

DISCLOSURES OF INTEREST BY MEMBERS

DEPUTATIONS / PRESENTATIONS

LATE ITEMS NOTED

CONFIRMATION OF MINUTES

That the minutes of the Strategy and Project Development Committee dated 7 March 2017 be confirmed as a true and accurate record.

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REPORTS BY OFFICERS (COUNCIL DECISION)

SPD1704 -1 KINGS SQUARE PROJECT - PLANNING CONSIDERATION PROCESS FOR NEW CIVIC BUILDING

Meeting Date: 10 April 2017
Responsible Officer: Director Strategic Planning and Projects
Decision Making Authority: Council
Agenda Attachments: None

SUMMARY

Development of the new council building constitutes a public work by a local authority and as such is exempt from the need to obtain development approval. Given the elapsed time since the architectural competition, council may wish to consider examining the planning and scheme compliance aspects of the proposal. With approval of the schematic designs, now is an appropriate time to undertake a planning evaluation of the new civic building. This is the recommended course of action.

BACKGROUND

There are two relevant pieces of legislation governing planning approvals for the new civic building. These are the Public Works Act 1902 and the Planning and Development Act (P&D Act) 2005. Section 6(1) of the P&D Act is relevant as it states that nothing is to interfere with the right of a local government to undertake, construct or provide a public work. Section 2 of the Public Works Act defines public works. Development of the new council building constitutes a public work by a local authority and as such is exempt from the need to obtain planning approval.

It also needs to be noted there is no recourse to the Development Assessment Panel (DAP) process for two reasons. First, as Local Planning Scheme 4 or the Metropolitan Region Scheme do not apply to the proposed civic building (see paragraph above for the reason), DAP would have nothing to approve. Second, even if the proposal were not a public work, which it is, the civic building would be excluded from the DAP process as development by a local government is 'excluded development' under the DAP regulations.

OFFICER COMMENT

The City's proposed civic building is a public work which is consistent with the planning purpose and intent for the site and is in accordance with orderly and proper planning. Given this, Council may proceed directly to development, subject, of course, to obtaining all necessary building and relevant subsequent approvals.

The building design has been available in the public domain since an architectural competition in 2012. The design won a national competition, judged by an expert panel of jurors. As part of the preparation of schematic plans, the design has been presented to the City's Design Advisory Committee (DAC) on two occasions and is supported by DAC. At its meeting in March 2017, council approved the schematic design for the new civic

building. This approval was essentially the council acting as ‘client’ to instruct the design team to progress with the project and to display the plans publicly to inform the community of the progress being made.

Given the elapsed time since the architectural competition, council may wish to consider examining the planning and scheme compliance aspects of the new building. With approval of the schematic designs now is an appropriate time to undertake a planning evaluation of the new civic building. To this end examination would involve external and internal referrals to relevant agencies. At the end of the planning examination, a report would be presented to Planning Committee for their consideration. It is important to note here that Planning Committee would not be considering the planning report in the context of exercising their delegated powers, but rather as the best placed committee to advise council on the outcomes of the planning examination. It would then be up to council, in their capacity as the client, to consider what changes to the building, if any, might be necessary.

FINANCIAL IMPLICATIONS

The financial implications of examining the planning and scheme compliance aspects of the proposed civic building are considered to be minor.

CONSULTATION

The City undertook a public consultation period to develop the Kings Square Urban Design Strategy which was adopted in June 2012. The consultation included workshops, walking tours and a citizen's jury. Public comment was also sought on the Kings Square Project Business Plan, which was adopted in February 2013.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

Council:

- 1. Notes that development of the new civic building is classified as a public work and is exempt from the need to obtain development approval.**
- 2. Considers the planning and scheme compliance aspects of the new civic building, and any referral responses received, at Planning Committee and Council.**

SPD1704 -2 PERTH FREIGHT LINK - APRIL 2017

Meeting Date: 10 April 2017
Responsible Officer: Director Strategic Planning and Projects
Decision Making Authority: Council
Agenda Attachments: Nil

SUMMARY

Although the Perth Freight Link is to be cancelled, continued growth in container traffic can be expected through the inner harbour as the outer harbour is planned and constructed. A current hiatus in container growth provides the state with an opportunity to investigate the proposed outer harbour before committing to any major transport upgrades to service the inner harbour. The City has an opportunity to get on the ‘front foot’ and advocate for a freight traffic outcome that suits the City post outer harbour construction. To this end this report recommends the establishment of a set of principles, preparation of a container freight movement strategy for the inner harbour, early development of indicative designs for the Stirling Highway / High Street intersection and development of an advocacy program.

BACKGROUND

With election of the new state government the proposed Perth Freight Link (PFL) will no longer proceed. The commitment to the outer harbour and potentially capping the Fremantle inner harbour has rendered the previously proposed major upgrades to High Street and Stirling Highway, Fremantle as potentially unnecessary. Nonetheless continued growth in container traffic on trucks can be expected as planning for, and development of, the outer harbour proceeds.

Projected container growth In June 2015, Council received and noted the report *Perth Freight Link: Making the Right Investment in Perth's Freight Task* (SGS1506-3). The report, based on prior port capacity studies, maintained that the Inner Harbour has the physical capacity to grow to 1.4 million Twenty Foot Equivalent containers (TEUs), which is approximately double the current capacity. This doubling is projected to be reached around 2027. Container growth for both ports would continue up to a projected figure of about 3 million TEUs in 2050, with the 2 million mark being projected for 2036. This 2m figure has been advanced by others as the inner harbour's container capacity. Truck traffic responds to these figures, showing a 4% increase from the 2002 baseline to 2015 (2016 data not available yet). In 2015, during the observation period, 11% of vehicles on Tydeman Road were container trucks compared to 5% in 2002.

However, over the last three plus financial years container movements have seen little growth, hovering around the 715,000 TEU mark on average, so some caution should be exercised in using projected figures. Given the current state of Western Australia's economy, limited growth might reasonably be expected in the near future. This hiatus in container growth provides the state with an opportunity to investigate the proposed outer harbour before committing to any major transport upgrades to service the inner harbour.

Government statements Prior to March 2017 election, the WA Labor Party committed to:

- ‘improve the management of truck movements to and from Fremantle Port’
- ‘increase the freight on rail subsidy from \$30 to \$50 per TEU and take more than 36,000 truck movements off suburban roads every year’
- ‘extend Leach Highway between Carrington Street and Stirling Highway to address the freight congestion on High Street’
- ‘implement the findings of the Fremantle Ports Truck Productivity Study to increase the hours of operations of the empty container parks, decrease the number of trucks running empty and increase the amount of freight leaving the Port on rail’
- commence planning of a second port (Outer Harbour) in Kwinana as a priority
- to cap Fremantle Port ‘at a rate to maximise operational efficiency and reduce truck movements’ once the second harbour is operational.

(see: Our Vision: Freight and Trade, WA Labor Policy, August 2016).

Main Roads WA have been testing the use of improved signalling (a traffic demand management measure) to reduce congestion. A recent review of traffic signals on Stock Road between Marmion Street and Russell Road has led to a 28% reduction in average journey times in the afternoon peak.

Council position The City’s Integrated Transport Strategy (ITS), 2015 sets principles regarding retention and expansion of the port and associated improvements to freight links subject to:

- priority for initiatives and infrastructure which increase freight to rail in daylight hours
- minimizing effect of infrastructure on private property and community amenity (e.g. Leach Highway limit to four lanes, maintain mature trees)
- resolving the bottlenecks closer to the Port (e.g. Tydeman Road, Curtin Avenue)
- funds being allowed for reconstruction/replacement of community amenity and facilities (e.g. pedestrian overpasses, golf course). (ITS 2015 pg. 37)

Furthermore ‘Council will continue to advocate for an appropriate outcome of the High Street upgrade project for local residents and businesses that ensures the new road does not unnecessarily impact on local connectivity and residential amenity. Any change in scope of the High Street widening project in light of the Perth Freight Link concept will be worked through as necessary by the Council.’ (ITS 2015 pg. 55)

Prior to the announcement of the PFL the then state government proposed to significantly increase the size of High Street east of the Stirling Highway, Stirling Highway north of High Street and the intersection of the two roads. It is not clear if the upgrading proposed by the Labor government will revert back to these designs, a similar proposal or will be a different solution. The last Council decision on the prior proposal was 26 March 2014 (SGS 1403-13). The resolution reaffirmed Council’s preference for the construction of a four lane road within a four lane road reserve, with ‘in principle support’ to proceed with the Safe Systems Approach Option for the High Street Fremantle Upgrade Project, the need to provide east-west and north-south pedestrian and cyclist connectivity and to protect the mature trees (amongst others see Council decisions 24 November 2013 and 26 March 2014).

It is worth noting that under the Safe Systems Approach, a compromise curve option worked out between the City of Fremantle and Main Roads was rejected by a Main Roads review which ultimately reverted to “Option 4” with a larger curve radius. The principle of a continuous road curve built to for speeds of 70km/h and sign posted at 60km/h have not been supported by the Fremantle community or the Fremantle Council.

While the outer harbour is resolved, there is an opportunity for a more modest upgrade to High Street and the Stirling Highway intersection based on recent improvement to the intersection of Stock Road and Leach Highway. There is also an opportunity to design the road to a less rigorous standard than the “controlled access highway” as previously proposed and retain left-in left-out for some intersections and to the Royal Fremantle Golf Course.

Any solution to improving the safety along High Street/Leach Highway to Stirling Highway needs to be appropriate in scale to the growth expected in truck traffic, to the timing of the outer harbour and to a future capacity of Fremantle Port. In 2009, Council advised the Minister for Transport and the Fremantle Ports Optimum Planning Group that:

‘The City supports the retention of the container operations on North Quay, on the basis that the operating capacity of the Inner Harbour should be determined through policy, having regard to acceptable levels of road based freight movement, rather than the capacity being determined by the physical operating capacity of the Inner Harbour facilities and infrastructure. This policy should be developed collaboratively with the City, in such a manner to balance the viability of the container operations with the impacts of land based transport infrastructure on the amenity and character of Fremantle.’

Council supports increasing the amount of trade transported by rail. It is estimated that the Inner Harbour’s rail loop could handle 320,000 TEU per year (Newman and Hendrigan report 2015). Inner Harbour rail carried 104,000 TEU in 2015/16, representing 14.5% of market share, up slightly from 13.2% in 2014/15. However, it must be noted that although Council supports more container trade being transported by rail, Council also considers the southern extension of the heavy rail line reserve from Fremantle Station to the South Fremantle Power Station as ideal for transit infrastructure.

FINANCIAL IMPLICATIONS

Specialist advice may be required in furthering work on inner harbour container freight movements, in particular traffic modelling, for which a budget will be needed. Council are asked to consider including a sum of \$50,000 in the FY 2017/18 budget.

LEGAL IMPLICATIONS

Nil

CONSULTATION

Nil

OFFICER COMMENT

Although growth in trade has slowed recently, by the time the second harbour is operational, and a ‘cap’ is placed on trade in Fremantle Port, it is anticipated that container movements, and corresponding truck movements will increase subject to whatever cap is placed on the inner harbour. During this period improvements will need to be made to the existing road network to improve safety and mitigate the negative externalities of freight movements on the local community.

Any solution needs to be appropriate in scale to the growth expected in truck traffic, to the timing of the outer harbour, to a future capacity of Fremantle Port and reflective of community needs and the urban nature of the Fremantle Port location. Freight management proposals (both interim and longer term) need to be appropriate in scale, to improve road connections and safety between Leach Highway and the Port, with a focus on mitigating the negative externalities of freight truck movements on the local community (including noise, pollution, protection of trees and pedestrian and cyclist accessibility).

There is a particular need to focus on the intersection of High Street and Stirling Highway which needs to be upgraded to a level currently provided on other parts of the existing freight route such as the Stock Road and Leech Highway intersection. Consideration would need to be given to a number of questions, including: (a) what would moderate upgrades do for the performance of the High Street and Stirling Highway intersection based on recent projections in the growth of container traffic, (b) what would be the cost of this upgrade, (c) what interim measure can be put in place to improve netballers’ safety and parking including crossing High Street, and (d) if lanes were required to be constructed further south could this be done in a way that retains the existing mature line of trees on High Street?

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

Council:

- 1. Request officers, based on existing Council policy and on current state government commitments, develop a set of principles to guide freight network improvements to service the inner harbour.**
- 2. Request officers develop a ‘light touch’ container freight movement strategy for the inner harbour. The strategy is to account for the interim expected increase in truck traffic prior to construction of the outer harbour as well as the capacity of the inner harbour, community needs and the urban nature of the inner harbour.**

- 3. Request officers prepare indicative designs for High Street and the Stirling Highway / High Street intersection that is reflective of the interim expected increase in truck traffic prior to construction of the outer harbour and that draws on previous council policy and positions including:**
 - a. improves vehicle travel times and safety**
 - b. minimizes impacts on golf courses and existing residents**
 - c. retains the existing mature trees on High Street**
 - d. addresses parking and pedestrian safety for netball.**

- 4. Request officers to develop an advocacy campaign based on the above.**

SPD1704 -3 GREEN PLAN 2020 - HILTON POCKET PARK CONCEPT PLAN

Meeting Date:	8 April 2017
Responsible Officer:	Manager City Design and Projects
Decision Making Authority:	Council
Agenda Attachments:	1. Hilton Pocket Park Concept Plan 2. Community Engagement Report

SUMMARY

The purpose of this report is to present to Council the outcome of the community engagement and final concept design for the Hilton Pocket Park (Attachment 1).

A key objective of the Green Plan 2020 is for every resident and worker to be within walking distance (400m) from functional open space. The site at the eastern end of Clarke Street, Hilton (cul-de-sac) has been identified as a suitable location to ‘fill a gap’ in the current distribution of functional open spaces in this neighbourhood. It has also been identified as having the most potential to serve local residents and workers if developed into a pocket park.

Community engagement occurred in October 2016 with a ‘walk around’ the site, design workshop and on line survey and discussion forum. Communication included direct mail to residents/landowners, website, Newsbytes and social media. The draft concept plan was posted to the residents and further comment was invited via the City’s website (My Say) in February 2017.

Site analysis, opportunities, constraints and community input have produced the final concept plan for future detailed/construction design and implementation. The draft Concept Plan is recommended for adoption.

BACKGROUND

Walkable catchment gap-mapping was undertaken in 2015 as part of the review of the 2001 Green Plan. Whilst the majority of the city’s residents and workers have access to open space, the mapping identified gaps in the suburbs of White Gum Valley, Hilton, O’Connor, Beaconsfield and North Fremantle. Redevelopment of areas in Beaconsfield and North Fremantle (e.g. Lefroy Quarry site) will provide public open space through the planning and development process (i.e. structure plan and subdivision process). Future redevelopment will address the catchment gaps in these two suburbs. Planning and development in White Gum Valley, O’Connor and Hilton will not deliver land for public open space, so other opportunities have been identified, including the eastern end of Clarke Street, Hilton.

FINANCIAL IMPLICATIONS

Detailed design and construction will require a budget allocation. The Hilton Pocket Park is estimated to be \$50,000. A budget request has been included for the 2017/2018 financial year. Once constructed an operational budget allocation for maintenance and renewal will be required.

LEGAL IMPLICATIONS

No legal implications.

CONSULTATION

The Hilton Pocket Park community engagement presented an opportunity for a focused approach, as the local community is distinct and located between two busy roads and the O'Connor industrial area, with around 370 residents. The engagement focused on the local community and emphasised this pocket park would be for local enjoyment and use.

A community engagement approach was designed to first hear from the residents and property owners to learn more about their views for a pocket park in their neighbourhood and if there was general support. There was general support for the idea, and the engagement proceeded to the second stage with a resident design workshop to develop the concept design. Throughout the engagement process there was a high level of resident support for the pocket park, with 63 people participating in the consultation activities. Of the 63 people, four people did not support the idea. The four residents did not support the park citing the location was not suitable, would not be utilised and therefore the cost could not be justified. There was Two did not support the pocket park as they felt the location was unsuitable, would not be used and therefore the cost was unjustified. There was also concern a park would bring anti-social behaviour, noise and vandalism to the street and were strongly opposed to the idea. A full report on the engagement is in Attachment 2.

Two highlights in the engagement were the 'walk-around' session and design workshop. The walk-around session was an open invitation to visit the proposed site and informally talk about the opportunities, constraints and concerns. Around 30 people attended (around 8% of the resident population) in wet and windy weather. The design workshop was less well attended (8 adults and 5 kids) but included direct engagement with local kids to find out how they would use the space. Techniques included a 'build your own pocket park' activity using natural materials found around the Hilton PCYC grounds.

OFFICER COMMENT

The Hilton Pocket Park concept design has developed with significant community engagement and cross-directorate input. The development of this site will address the walkable catchment gap in the area. It is designed as a small space serving a local catchment for the residential and commercial/industrial surrounding area.

The final concept plan includes input from residents received through the second on-line survey - to include a play element for young kids (swing and/or slide).

The main elements in the design of the Hilton Pocket Park are:

- Retain and enhance existing resident planted verge areas
- Nature play custom play equipment
- Informal nature play elements and seating
- Low fence and 'chicanes' towards Hines Road
- New planting areas towards warehouse and along Hines Road area
- New limestone surrounding path

- Lawn area

Gates were also suggested to fully block the footpath through to Hines Road. Design discussions have been held around this issue and the proposed result is to address the safety concerns through design, but not to install gates across the footpath (refer to draft concept plan).

Although not part of this design scope, the adjoining verge Hines Road verge planting and footpath extension are shown for future works. Design of the footpath extension is underway to be included in future footpath programs.

The next stage (subject to budget) is to prepare detailed designs and proceed to construction.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple majority required.

OFFICER'S RECOMMENDATION

Council:

- 1. Notes the high level of support for the Hilton Pocket Park, following community engagement in the design process.**
- 2. Approves the Hilton Pocket Park Concept Plan, dated 20 March 2017, as the basis for future development of the project.**
- 3. Considers funding the detailed design and construction phases of the project in its budget for 2017/18.**

UPDATE REPORT

SPD1704 -4 INFORMATION REPORT - APRIL 2017

The following information report briefing sets-out where various projects listed in the Strategic Community Plan 2015-2025 are at. Given the time frame of the Plan, not all projects will be active at the same time. A review of project priorities is needed in the light of the recent state government elections.

PART A: URBAN DESIGN PROJECTS

KINGS SQUARE DEVELOPMENT

Responsible officer: King's Square Project Director

The following activities have progressed since the previous update report on the Kings Square Project:

- | | |
|---|---|
| <i>Sirona's development</i> | <i>Following an approved DA, building designs for the Myer and Queensgate sites are progressing into detailed design and documentation. It is anticipated that following property settlement in early May 2017 site works will commence relatively quickly.</i> |
| <i>Public realm</i> | <i>Development of the concept design for public realm has been a significant piece of work and is subject to a separate forthcoming report.</i> |
| <i>Communications</i> | <i>The City has recently resourced a position for external communications and community liaison for Kings Square. A communications plan will be developed over the next few weeks in advance of site works commencing.</i> |
| <i>Universally accessible change facility</i> | <i>Following a decision by council, this facility has been incorporated into the schematic design. Refinement will now occur regarding its detailed design and operations, following consultation with disability agencies.</i> |
| <i>Public toilets</i> | <i>Research and review is underway on the previous public toilet study prior to developing a discussion paper for council consideration.</i> |

FREMANTLE OVAL REDEVELOPMENT

Responsible officer: Director City Business

The City is in conversation with the Fremantle Football Club (FFC) and South Fremantle Football Club (SFFC) in relation to the surrender of the lease on Fremantle Oval as per the council resolutions SPD1701-9 and C1702-5.

The parties are yet to formally conclude these discussions.

NORTHERN GATEWAY

Responsible officer: Manager City Design and Projects

This project has a number of elements: river crossings, Cantonment Hill, access to the waterfront and rejuvenation of the northern end of Queen Victoria Street. Cantonment Hill is dealt with below, river crossing matters will emerge from what happens to the port (see item below) while waterfront access can be considered through the South Quay concept (see Port Future below). Work on the northern end of Queen Victoria Street is not a part of the current work program, in part due to resource constraints.

CANTONMENT HILL

Responsible officer: Manager, Parks

Cantonment Hill Stage 1 Oval and Playground

The contract was awarded to Mg Group for the sum of \$1,799,380. Site works commenced on Monday 27 March 2017 with an expected completion date in September 2017. A sod turning event was held Wednesday 29 March to mark the start of construction and acknowledge the support of community groups and Lotterywest.

VICTORIA QUAY

Responsible officer: Manager City Design and Projects

Project currently unfunded and not yet initiated. Any further work on this project will need to be melded into work on developing South Quay – see below on Port Future.

STATION PRECINT REDEVELOPMENT

Responsible officer: Manager City Design and Projects

Preliminary survey work has been undertaken in preparation of future design work. Initial discussions have taken place with officers from the PTA and Fremantle Ports.

POINT STREET REDEVELOPMENT

Responsible officer: Director City Business

See separate item on progress of the Point St commercial development included in the Finance Policy Operations and Legislation Committee Agenda for April 2017. A draft streetscape concept design has been prepared for Point Street and Adelaide Street. This project will be scheduled once there is greater certainty around the timing of the commercial development on Point Street.

FISHING BOAT HARBOUR REDEVELOPMENT**Responsible officer:** Manager City Design and Projects

In March 2016 council agreed to a MOU with the Italian Club to investigate opportunities to redevelop the club's site. The intent is to enable extension of Norfolk Street across the rail reserve to the Fishing Boat Harbour and to accommodate a multi-level public car park to replace the existing Esplanade ground level carpark. The club has subsequently prepared preliminary development options for the site and has requested an opportunity to brief elected members. This is currently scheduled for May 2017.

PART B: TRANSPORT PROJECTS**PORT FUTURE****Responsible officer:** Director Strategic Planning and Projects

The Labor party, now in government, has committed to:

- maintaining Fremantle Port as an operational port in public ownership
- starting planning and building a second port in Kwinana as a priority
- 'capping' the port in Fremantle 'at a rate to maximise operational efficiency and reduce truck movements' once the second harbour is operational
- working with the City of Fremantle to redevelop South Quay and the Fremantle Passenger Terminal into a world-class tourism precinct and cruise ship terminus.

These commitments are generally in keeping with council positions. The cap on Fremantle Port will 'be determined as part of the timetable and transitioning to the Outer Harbour, but will ensure that Fremantle Port is maintained as a viable functioning port'. Officers are beginning to work with the state government to establish how best to advance council's goals, in particular South Quay.

FREIGHT LINK**Responsible officer:** Director Strategic Planning and Projects

See separate item.

LIGHT RAIL**Responsible officer:** Manager City Design and Projects

Council's position on light rail is being reviewed in light of the change in state government and recent infrastructure focused decisions from the federal government. Officers have been liaising with the City of Cockburn on progressing and advocating for a high capacity transit corridor within the region with an approach that focuses on investment and development. The South West Group, of which the City of Fremantle is a member, is undertaking a study prioritising light rail / bus rapid transit corridors within the region.

GREATER FREMANTLE PARKING PLAN**Responsible officer:** Manager City Design and Projects

In July 2016 council requested that staff prepare a discussion paper be brought back to council that includes: (a) a detailed analysis of the potential for peripheral parking at the Italian Club, Fremantle Park, Prison – Hospital – Stan Reilly, Beach Street – Woolstores; (b) a discussion of a free transit zone, car share, cash in lieu, CAT bus, free parking and parking times, resident parking permits, and other items as staff see relevant; and (c) an outline of best practice in parking management provision and control. In December 2016, an internal cross-directorate strategic parking reference group was established to communicate and progress parking related policies, projects and issues and to align strategic and operational responses.

The following items have already have been brought back to Council:

- A discussion regarding future free transit options within the city and a review of current free transit options / CAT bus (September 2016).
- Analysis of the impacts and costs of providing free parking within the city centre (February 2017).
- Resident parking permits for residents with limited off street parking (2015).

The following elements are in-hand:

- review of resident parking permits for free city centre parking
- preparation of a discussion paper on the cash-in-lieu policy for car parking
- a strategic analysis of peripheral parking locations, including best practice in parking management provision and control.

Direction and decisions from these discussions will feed into the development of the Greater Fremantle Parking Plan.

INTERGRATED ROAD HIERARCY**Responsible officer:** Manager City Design and Projects

This work is currently scheduled for 2017/18 financial year.

PART C: ENVIRONMENTAL PROJECTS**ONE PLANET****Responsible officer:** Manager Strategic Projects

The One Planet Annual Report for 2016 has been reviewed by Bioregional and feedback received. Bioregional considered our greatest success and impact to be through stakeholder engagement and partnership building e.g. the White Gum Valley and FreoMatch projects. A key area that needs improvement is the development of baseline data and clear indicators for corporate and community targets. Further objectives for 2017 include the continued support for flagship sustainability projects and the integration of One Planet into the City's activities, policies and events. Key plans and strategies to be developed in 2017 (i.e. Fremantle Energy Plan and Waste Management Plan) should

outline how our One Planet goals can be achieved. With Bioregional's comments now to hand the One Planet Action Plan can be finalised with a view to putting it into the May council meeting cycle.

The City is looking to work with other local governments (including Joondalup and East Fremantle) to jointly develop a shared approach to banning single use plastic bags. An item will be put to council via F-POL in April, asking that they consider adopting a Plastic Bag Local Law. The local law will be similar to that proposed in 2014 but with a bag thickness of 35 microns rather than the 60 microns previously proposed. Other One Planet project updates include:

- Officers have lodged an application for status as a Waterwise Council and are waiting on the Department of Water for approval.
- The City was a finalist in the Banksia Foundation Sustainability Cities award, announced November 2016.
- An application has been prepared and submitted for the United Nations Association of Australia (UNAA) Climate Action Awards, in the local government category.

FREMANTLE ENERGY PLAN

Responsible officer: Manager Strategic Projects

The City is currently seeking written proposals from suitably qualified and experienced energy consultants to prepare a Corporate Energy Plan. The Plan will outline how the City should manage their corporate energy consumption and production, with the aim of being powered by 100% renewable energy by 2025. The Plan is to include an options analysis of the most appropriate mechanisms to reach our corporate energy target, and include a combination of renewable energy options, energy efficient improvements and low carbon technologies.

In relation to the proposed solar farm at South Fremantle, Epuron has been liaising with Synergy with a view to developing a power purchasing agreement (PPA), the benefits of which could then be passed on to the City to deliver its contestable power load with green energy. Officers are currently assessing the comparative costs of the current arrangements (black power with offsets), standard green power from Synergy and a green power arrangement with Synergy backed by a Synergy/ Epuron PPA. A submission to Council setting ways forward is anticipated.

KNUTSFORD STREET REDEVELOPMENT

Responsible officer: Manager Strategic Planning

At its 22 February 2017 meeting Council accepted the sustainability targets and objectives proposed by LandCorp for this site, subject to clarification of items relating to zero carbon and sustainable transport. These items are currently being clarified. LandCorp is in the process of developing a formal offer to purchase the site from the City. The offer is expected to incorporate undertakings to achieve agreed sustainability targets, provision for payment of a super deposit and mechanisms by which to recoup costs of demolition, site clean-up and trunk services.

URBAN FOREST PLAN**Responsible officer:** Manager City Design and Projects

The Urban Forest Plan is nearly complete with the document being finalised for council consideration in May 2017. Concurrently, the Green Plan 2020 is being renamed the Greening Fremantle Strategy to better reflect the document intent and alignment with City strategies and plans. This will also be presented to Council in May 2017.

GREEN SPACES**Responsible officer:** Manager City Design and Projects

The final concept design of the Hilton Pocket Park is presented to the committee as a separate item in this agenda. The O'Connor pocket park has been investigated further. A simple and cost effective solution for functional open space is to provide street furniture in the verge at the southern end of Hines Road. Installation is being planned for this financial year. Budget has been requested for concept design for a pocket park in White Gum Valley in the 2017/2018 financial year.

BIODIVERSITY AND GREEN LINKAGES**Responsible officer:** Manager, Parks

The City continues revegetation within its natural area reserves with over 10,000 plants to be planted in coastal, river and bushland reserves in 2017 to help form part of the local green link within the broader Perth ecological link. The North Fremantle Foreshore Vegetation Management project is nearing completion. It supports a best practice vegetation management approach for the river foreshore green link including bushfire risk management. Work continues with the South West Group (SWG) NRM implementation group to seek opportunities for regional grant applications and project coordination.

CLIMATE CHANGE ADAPTATION FRAMEWORK**Responsible officer:** Manager, Parks

SWG NRM facilitator role has expanded to include climate change adaptation activities as agreed with member Council with a regional focus on research and coordination activities on key climate change issues such as estuarine flooding, digital data utilisation, acquisition and analysis, water harvesting and re-use / aquifer recharge. The Cockburn Sound Coastal Alliance (CSCA) work on the Coastal Vulnerability and Adaptations Pathway project has delivered a final plan and report separated into each member local government area, information on the project including risk maps is available to the public through the CSCA website. The Port Leighton Mosman Beaches Coastal Hazard Risk Management and Adaptation Plan project is continuing with the second community consultation event held in February and the project steering committee multi-criteria analysis workshop in March to prepare the draft adaptation options chapter report.

STRATEGIC WASTE MANAGEMENT PLAN

Responsible officer: Manager, Sustainable Services

A budget funding request for \$50,000 from the One Planet funding for 17/18 budget has been made by Strategic Planning will be made to undertake these works. Works are anticipated to commence early in the 17/18 financial year.

PART D: OTHER PROJECTS

NEW OPERATIONS CENTRE

Responsible officer: Manager Assets

The new operations centre is subject to further direction on the base option previously presented at IEM for comment.

BOUNDARY REVIEWS

Responsible officer: Director City Business

No outstanding boundary matters to report.

OFFICER'S RECOMMENDATION

The Strategic Projects Update information report for April 2017 be received.

CONFIDENTIAL MATTERS

Nil.

SUMMARY GUIDE TO CITIZEN PARTICIPATION AND CONSULTATION

The City values community engagement and recognises the benefits that can flow to the quality of decision-making and the level of community satisfaction.

Effective community engagement requires total clarity so that Elected Members, Council officers and citizens fully understand their respective rights and responsibilities as well as the limits of their involvement in relation to any decision to be made by the City.

How consultative processes work at the City of Fremantle	
The City's decision makers	1. The Council, comprised of Elected Members, makes policy, budgetary and key strategic decisions while the CEO, sometimes via on-delegation to other City officers, makes operational decisions.
Various participation opportunities	2. The City provides opportunities for participation in the decision-making process by citizens via its council appointed working groups, its community precinct system, and targeted community engagement processes in relation to specific issues or decisions.
Objective processes also used	3. The City also seeks to understand the needs and views of the community via scientific and objective processes such as its bi-ennial community survey.
All decisions are made by Council or the CEO	4. These opportunities afforded to citizens to participate in the decision-making process do not include the capacity to make the decision. Decisions are ultimately always made by Council or the CEO (or his/her delegated nominee).
Precinct focus is primarily local, but also city-wide	5. The community precinct system establishes units of geographic community of interest, but provides for input in relation to individual geographic areas as well as on city-wide issues.
All input is of equal value	6. No source of advice or input is more valuable or given more weight by the decision-makers than any other. The relevance and rationality of the advice counts in influencing the views of decision-makers.
Decisions will not necessarily reflect the majority view received	7. Local Government in WA is a representative democracy. Elected Members and the CEO are charged under the Local Government Act with the responsibility to make decisions based on fact and the merits of the issue without fear or favour and are accountable for their actions and decisions under law. Elected Members are accountable to the people via periodic elections. As it is a representative democracy, decisions may not be made in favour of the majority view expressed via consultative processes. Decisions must also be made in accordance with any statute that applies or within the parameters of budgetary considerations. All consultations will clearly outline from the outset any constraints or limitations associated with the issue.

How consultative processes work at the City of Fremantle	
Decisions made for the overall good of Fremantle	8. The Local Government Act requires decision-makers to make decisions in the interests of “the good government of the district”. This means that decision-makers must exercise their judgment about the best interests of Fremantle as a whole as well as about the interests of the immediately affected neighbourhood. This responsibility from time to time puts decision-makers at odds with the expressed views of citizens from the local neighbourhood who may understandably take a narrower view of considerations at hand.
Diversity of view on most issues	9. The City is wary of claiming to speak for the ‘community’ and wary of those who claim to do so. The City recognises how difficult it is to understand what such a diverse community with such a variety of stakeholders thinks about an issue. The City recognises that, on most significant issues, diverse views exist that need to be respected and taken into account by the decision-makers.
City officers must be impartial	10. City officers are charged with the responsibility of being objective, non-political and unbiased. It is the responsibility of the management of the City to ensure that this is the case. It is also recognised that City officers can find themselves unfairly accused of bias or incompetence by protagonists on certain issues and in these cases it is the responsibility of the City’s management to defend those City officers.
City officers must follow policy and procedures	11. The City’s community engagement policy identifies nine principles that apply to all community engagement processes, including a commitment to be clear, transparent, responsive, inclusive, accountable and timely. City officers are responsible for ensuring that the policy and any other relevant procedure is fully complied with so that citizens are not deprived of their rights to be heard.
Community engagement processes have cut-off dates that will be adhered to.	12. As City officers have the responsibility to provide objective, professional advice to decision-makers, they are entitled to an appropriate period of time and resource base to undertake the analysis required and to prepare reports. As a consequence, community engagement processes need to have defined and rigorously observed cut-off dates, after which date officers will not include ‘late’ input in their analysis. In such circumstances, the existence of ‘late’ input will be made known to decision-makers. In most cases where community input is involved, the Council is the decision-maker and this affords community members the opportunity to make input after the cut-off date via personal representations to individual Elected Members and via presentations to Committee and Council Meetings.

How consultative processes work at the City of Fremantle	
Citizens need to check for any changes to decision making arrangements made	13. The City will take initial responsibility for making citizens aware of expected time-frames and decision making processes, including dates of Standing Committee and Council Meetings if relevant. However, as these details can change, it is the citizens responsibility to check for any changes by visiting the City’s website, checking the Fremantle News in the Fremantle Gazette or inquiring at the Customer Service Centre by phone, email or in-person.
Citizens are entitled to know how their input has been assessed	14. In reporting to decision-makers, City officers will in all cases produce a community engagement outcomes report that summarises comment and recommends whether it should be taken on board, with reasons.
Reasons for decisions must be transparent	15. Decision-makers must provide the reasons for their decisions.
Decisions posted on the City’s website	16. Decisions of the City need to be transparent and easily accessed. For reasons of cost, citizens making input on an issue will not be individually notified of the outcome, but can access the decision at the City’s website under ‘community engagement’ or at the City Library or Service and Information Centre.

Issues that Council May Treat as Confidential

Section 5.23 of the new Local Government Act 1995, Meetings generally open to the public, states:

1. Subject to subsection (2), the following are to be open to members of the public -
 - a) all council meetings; and
 - b) all meetings of any committee to which a local government power or duty has been delegated.
2. If a meeting is being held by a council or by a committee referred to in subsection (1) (b), the council or committee may close to members of the public the meeting, or part of the meeting, if the meeting or the part of the meeting deals with any of the following:
 - a) a matter affecting an employee or employees;
 - b) the personal affairs of any person;
 - c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting;
 - d) legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting;
 - e) a matter that if disclosed, would reveal –
 - i) a trade secret;
 - ii) information that has a commercial value to a person; or
 - iii) information about the business, professional, commercial or financial affairs of a person.Where the trade secret or information is held by, or is about, a person other than the local government.
 - f) a matter that if disclosed, could be reasonably expected to -
 - i) impair the effectiveness of any lawful method or procedure for preventing, detecting, investigating or dealing with any contravention or possible contravention of the law;
 - ii) endanger the security of the local government's property; or
 - iii) prejudice the maintenance or enforcement of a lawful measure for protecting public safety.
 - g) information which is the subject of a direction given under section 23 (1a) of the Parliamentary Commissioner Act 1971; and
 - h) such other matters as may be prescribed.
3. A decision to close a meeting or part of a meeting and the reason for the decision are to be recorded in the minutes of the meeting.