

CITY OF ARMADALE

AGENDA

OF TECHNICAL SERVICES COMMITTEE TO BE HELD IN THE FUNCTION ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 2 MAY 2022 AT 7.00PM.

A meal will be served at 6:15 p.m.

PRESENT:

APOLOGIES

Cr G Nixon (Leave of Absence):

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

*“For details of Councillor Membership on this Committee, please refer to the City’s website
– www.armadale.wa.gov.au/your_council/councillors.”*

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read.

DECLARATION OF MEMBERS' INTERESTS

QUESTION TIME

Public Question Time is allocated for the asking of and responding to questions raised by members of the public.

*Minimum time to be provided – 15 minutes (unless not required)
Policy and Management Practice EM 6 – Public Question Time has been adopted by Council to ensure the orderly conduct of Public Question time and a copy of this procedure can be found at <http://www.armadale.wa.gov.au/PolicyManual>*

It is also available in the public gallery.

The public's cooperation in this regard will be appreciated.

DEPUTATION

Nil

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Technical Services Committee Meeting held on 4 April 2022 be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN

If any of the items listed above require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.

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TECHNICAL SERVICES COMMITTEE

2 MAY 2022

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1.1 - PROPOSED DEPOT REDEVELOPMENT

WARD : ALL
FILE No. : M/194/22
DATE : 19 April 2022
REF : MF
RESPONSIBLE : Executive Director
MANAGER : Technical Services

In Brief:

- Council considered a report on the long term future of the City's Works Depot in February 2019 which summarised a number of potential options regarding the long term future of the City's Works Depot.
- Council recommended that the options identified be further explored and the City appointed Consultants Conway Highbury to develop a business case in this regard.
- This report details several options that were considered in the business case and recommends that Council undertake an upgrade of those elements in the Depot that require urgent renewal.

Tabled Items

Nil.

Decision Type

- Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- Executive** The decision relates to the direction setting and oversight role of Council.
- Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.

Strategic Implications

- 2.2 Attractive and Functional Public Places
 - 2.2.1.1 Deliver new and upgraded facilities that are multi-purpose where appropriate
- 4.3 Financial Sustainability
 - 4.3.3 Seek efficiencies that will reduce service delivery costs

Legal Implications

Assessment of legislation indicates that the following apply:

- Section 3.58 of the *Local Government Act 1995 – Disposing of Property*
- Section 3.59 of the *Local Government Act 1995 – Commercial Enterprises by Local Governments*
- Division 3 *Local Government (Functions and General) Regulations 1996 – Commercial Enterprises by Local Governments.*
- Building Code of Australia

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

There are no immediate budget implications with the consideration for this report. Should Council however resolve to accept the improvements of the depot for inclusion in the Long Term Financial Plan (LTFP) then these will have LTFP and 2022/2023 budget implications which have been broadly described in this report.

Consultation

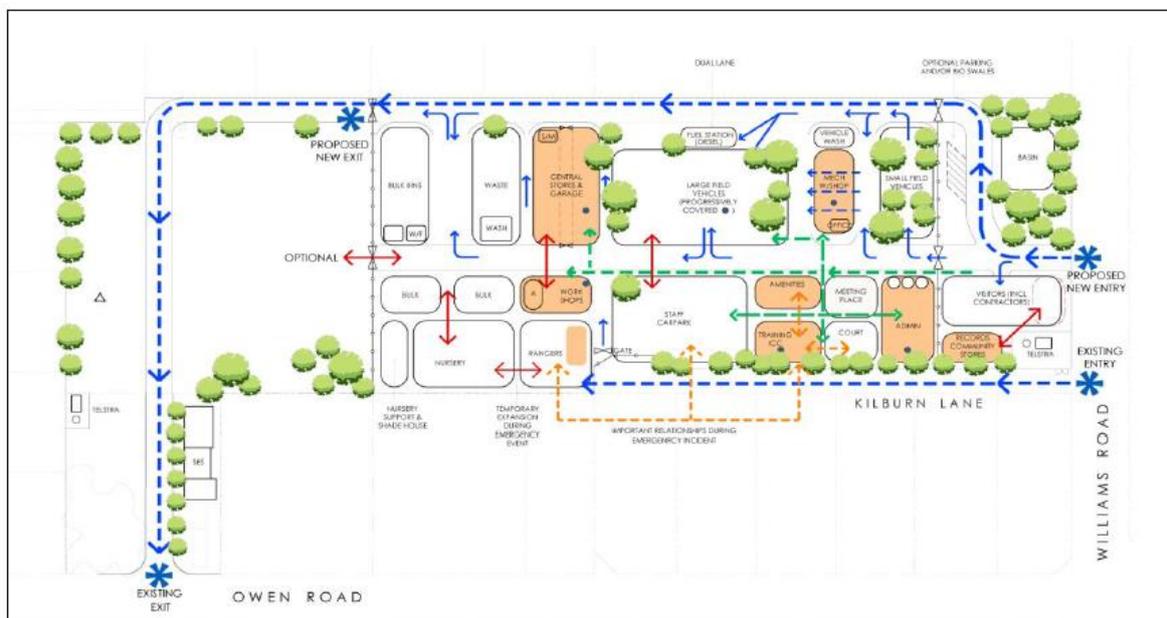
- Intra Directorate.
- ELT
- Conway Highbury Consultants

BACKGROUND

The City's Works Depot is located on Owen Road, Kelmscott within an industrial estate. It comprises 6 pieces of land with a total area of just over 5Ha. Besides, Owen Road, the Depot also has a frontage onto Williams Road. The Depot is the primary base of the City's outside workforce and accommodates a number of business units including the Civil Works Department, Properties, Parks, Waste, Rangers, Animal Pound and Emergency Services Departments. There is also an SES facility located on the land parcel.



The Works Depot has been the subject of 13 previous studies and reports, the findings of which were consolidated in a Preliminary Masterplan study completed by Wilkes Architects in 2018. Some works are required to the current facility to continue to service the City's growing population in an efficient, cost effective, safe and financially sustainable manner.



Council, at its meeting of 25 February 2019 considered a report on the long term future operations of the Depot. The report detailed a number of preliminary options for consideration; these included redevelopment on the existing site or relocation to an alternative site.

Following consideration of the report, Council resolved (CS15/2/19):

- “1. Pursue an initial due diligence process on
 - a) The viability of the market valuation of the Owen Road depot land.
 - b) The suitability of alternate sites for an operations depot in the vicinity of Forrestdale Business Park East or another alternate site
 - c) The possible sale or lease (in part or in full) of the current land parcels that comprise the City’s works depot.*
- 2. Receive a report based on the outcomes of the above due diligence process.*
- 3. Receive further information on the master planning of the Owen Rd depot site and convene a Councillor Workshop.*
- 4. Receive a further report providing detailed financial analysis on all the options for the depot”*

Following Council’s consideration of the February 2019 report a Councillor workshop was held on 11 March 2019 to provide further information on the Master Planning of the existing Owen Road site, detailed in the aforementioned preliminary masterplan study from Wilkes Architects.

The key issues identified in the Wilkes report requiring remedial action were related to site inefficiencies and building standards, broadly summarised as follows:

- A mechanical workshop unsuited for the servicing of large vehicles
- Very poor circulation structures
- Poor access control
- Poor stock control as a result of approximately 17 separate storage areas
- Similarly, dispersed chemical storage
- Complicated safety management regimes
- Building standards – work conditions mostly comprising uninsulated tin sheds
- Adequacy of environmental management systems and infrastructure
- Effectiveness of waste recycling
- Animal pound conditions.

In line with the Council resolution of 25 February 2019, the City commissioned consultants Conway Highbury to develop a business case for the redevelopment or relocation of the City’s Depot.

The consultant’s report and options regarding future depot operations were discussed at a Councillor Workshop held on 6 November 2019. A copy of the Consultant’s report is provided at Attachment 1 (Confidential). In summary, the consultants were required to examine two alternative strategies for the provision of a Works Depot which will best meet the City’s Operational needs, now, and over the longer term as the City’s population expands. These are detailed as Options A and B below. Option C was developed by City staff during the evaluation period.

Option A	Redevelop the existing site
Option B	Construct a new depot at an alternative future central location
Option C	Redevelop the existing depot facilities at the Owen Road Site – Staged/Partial/Critical Implementation

Each of these options has a number of sub-options detailing potential implementation plans. These are referred to throughout the report by their sub options (for example option A1, A2.1 etc).

The core document for the Study was the preliminary Masterplan for redevelopment of the existing depot prepared by Wilkes Architects (hereafter referred to as the 'preliminary Masterplan'), which was to be adopted as broadly representing the needs of the City's operational units. The consultants were not required to revisit the key outcomes of the preliminary Masterplan but were required to review its underlying assumptions in consultation with City operational staff.

In all scenarios, the following is applicable:

- It is assumed that the cost to build a new depot (whether at Owen Road or on a new site) is \$21.95M (\$2019)– this is the cost identified in the preliminary Masterplan and includes provision of \$0.75M (\$2019) to build a new SES facility.
- Provision of this amount for this purpose has not been included in the City's current Long Term Financial Plan (LTFP), which must take into account a number of competing priorities as determined by Council, including expenditure related to the provision of community facilities.
- There are factors limiting the City's ability to continue a 'business as usual' approach (ie. smaller upgrades to existing structures to address immediate needs) as in some cases any further improvement works are likely to trigger requirements to bring buildings up to current building standards as required by the Building Code of Australia. The mechanical workshop, animal pound, various chemical storage sheds and workshop facilities in particular appear vulnerable in this regard.

In all scenarios detailed under Option B the following is applicable:

- The total costs to establish a new facility on a new site in Forrestdale are estimated to be between \$25.37M and \$27.72M (\$2019).
- Disposal of the Owen Road site in its entirety is estimated to raise \$6.42M (\$2019)

DETAILS OF PROPOSAL

Option A – Redevelop on the existing site.

The preliminary masterplan utilises approximately 25,000m² for the relocated depot services, buildings and facilities. This means that an area of 19,725 m² could be freed up which could be:

- Retained for future operations expansion (Option A1);
- Sold to adjoining landowners (Options A2.1 and A2.2);
- Sold englobo (Option A3); or
- Subdivided and the resulting lots sold (Option A4).

Land configurations for these options are as described in Section 4 of Attachment 1 (Confidential) (see *Options Analysis*).

Based on the analysis undertaken, the possible outcomes under Option A are:

Option A - City to remain on Owen Rd site. Note all costs and valuations are \$2019.					
Option	Estimated costs	Income	Net	New depot size	Comments
A1 - Retain the surplus land for future use or expansion of operations	\$21.95M	\$0	\$21.95M	44,725	Includes provision of \$750k to refurbish/rebuild SES
A2.1 - Sell Lots 91, 92 Owen Rd and approximately 75% of Lot 98 build depot on balance of site	\$23.14M	\$3.50M	\$19.64M	29,198	Includes relocation of SES.
A2.2 - Sell Lots 91, 92 Owen Rd and all of Lot 98 and build depot on balance of site	\$23.14M	\$4.50M	\$18.64M	23,628	Includes relocation of SES.
Option A3 - Sell surplus land englobo and build depot on balance of site	\$22.39M	\$3.18M	\$19.21M	25,100	Includes relocation of SES , clearing and site remediation
Option A4 - Subdivide and sell surplus land and build depot on balance of site	\$23.07M	\$2.38M	\$20.69M	25,100	Includes relocation of SES , clearing and site remediation

Option B - Construct a new depot at an alternative future central location

The future projected growth of the City’s population was a key consideration in the development of scenarios under Option B. The City’s population is projected to grow from 91,670 as at the 2016 census to 151,897 in 2041 (PopulationID)

While this growth will be spread across the City, the greatest rates of growth are projected to be in Forrestdale, Haynes, Hilbert and Champion Lakes. In terms of absolute numbers, the greatest population growth is projected to occur in Hilbert, Piara Waters, Haynes and Forrestdale. In this regard, giving consideration to current development conditions and potential savings resulting from efficiencies realised from being in a more central location, an alternative site in Forrestdale was considered the best relocation option.

A number of options for an alternative more centrally located Works Depot in Forrestdale Business Park East (FBPE) were investigated with the most suitable under the current conditions of development in the area detailed in Attachment 1 (Confidential) (*refer Section 4 – Options Analysis*).

Based on the analysis undertaken, the most suitable outcomes under Option B are:

Option B – City to Relocate to Forrestdale, Sell Owen Rd Site . Note all costs and valuations are \$2019.					
Option	Costs	Income	Net	New depot size	Comments
B1 New depot on site in Forrestdale	\$25.36M	\$6.42M	\$18.98M	26,000	26,000m2 new depot site
B2 New depot on site in Forrestdale	\$27.72M	\$6.42M	\$21.30M	45,000	45,000m2 new depot site

Option C – Redevelopment of Existing Depot Facilities on Owen Road Site - Staged/Partial/Critical Implementation

As detailed earlier in this report, the scenarios under option C were developed by City staff during the evaluation period. Option C was developed in response to considerations associated with the significant outlay of capital expenditure required in the short term under Options A and B and the competing priorities Council has identified in its LTFP. The alternatives comprising Option C are detailed below, with explanatory comments and brief analysis of each of the proposed alternatives under this option.

Option C – Redevelopment of Existing Depot Facilities on Owen Road Site - Staged/Partial/Critical Implementation.					
Note all costs and valuations are \$2019. Costs for Option C2 are current estimates to be confirmed after design.					
Option	Cost	Income	Net	New Depot Size	Comments
C1 – Staged Implementation over an 11 year period, SES and Bush Forever Retained	\$21.95M	Provides for disposal of excess land requirements on the open market after depot has been fully renewed	\$21.95M	25,000m ²	Loss of efficiencies at more central location, but improved expenditure cash flow.
C2 – Partial Implementation in line with Master Plan Design	\$6.2M	Nil	\$6.2M	N/A	Renewal of Mechanical Workshops (and bowsers) Chemical Storage Consolidation Hazardous waste Management – HC Management

ANALYSIS

The optimal outcome for the City is a balance between costs, future requirements and risk. In this respect, the following has been considered with regard to implementing either options A or B.

- The City’s Budget and Long Term Financial Plan (LTFP) must take into account a number of competing priorities
- The cost of options A and B at \$21M (\$2019) is high and would be considered unaffordable in the current financial climate
- Additional funding to this level for this purpose is not available

Accordingly, the scenarios presented under Option C are considered to be the best option at this time, with an analysis of each detailed below.

OPTIONS

Option C1 – Staged implementation in line with Masterplan Design

This option would include the full implementation of the preliminary Masterplan Study, and would provide for the full renewal of all the elements of the depot. Option C1 results in:

- Implementation over an 11 year period with Depot Operations to be retained at the Owen Road site.
- SES building and Bush Forever retained
- Improved expenditure cash flow, with Council being required to adopt a funding strategy for inclusion in the LTFP which would amount to some \$21.95M (\$2019) over an 11 year period.
- Precludes options of immediately selling portion of land to adjoining owner or on open market
- Provides for disposal of excess land requirements on the open market after depot has been fully renewed
- Can only occur on Owen Rd site
- Loss of efficiencies at more central location
- Improved expenditure cash flow

The advantage of this option is that the staged construction would take into consideration an ultimate depot design and layout, which would renew all building and elements of the depot operations. This would ensure that the incremental and ad-hoc additions which have been a hallmark of the past depot expansions are halted, and that any monies allocated for depot improvements are aligned to the ultimate design, with abortive costs avoided.

The adoption of this options would result in all the City's Council facilities being compliant with the current building codes, safe and OHS complaint and which would address the inefficiencies inherent with the current depot facilities.

This option would require that Council adopt a funding strategy for inclusion in the LTFP which would amount to some \$21.95M (\$2019) over an 11 year period.

Option C2 – Partial Implementation in line with Masterplan Design

This option would address the renewal of only those elements of the Masterplan Study as they become necessary. In this respect those urgent elements which currently require renewal are:

- Mechanical Workshops
- Fuel Bowsers and Tanks
- Chemical storage consolidation
- Hazardous waste management – HC management in particular
- Animal Compound

The key to the successful implementation of this option, is that the elements renewed are provided in accordance with the Masterplan and in the locations in the design.

In this respect, the following is a suggested process for implementation of this option

- 1 Identification of those urgent elements which require short term replacement or renewal as listed above
- 2 An assessment of the elements which are identified as most likely to fail or become redundant, or which are non-compliant to the degree that they present an unacceptable (albeit mitigated) risk to the operations in the depot, and should be replaced.
- 3 Council receive a report on these elements for consideration and accommodation in the LTFP

In terms of implementation, the following is suggested with regard to the high priority facilities for renewal or replacement. There is a high degree of inter-relationship between many of these elements and it would be likely that these could be all accommodated in one building or be attached to the Mechanical Workshop or be in close proximity, the only exception being the Animal Compound.

A possible future Budget scenario could be:

Element	2022/23	2023/24	2024/25
Appoint architects, prepare design estimate	\$0.2m		
Mechanical Workshop		\$2.0M	\$1.8m
Fuel Bowers			\$0.3m
Chemical Storage Facility			\$0.4m
Hazardous Waste Facility			\$0.8m
Animal Compound			\$0.2m
	\$0.2m	\$2.0m	\$3.5m

In brief, the 2022/23 works would entail detailed design and preparatory site works, and the preparation of estimates, followed by the commencement of the Mechanical workshop in 2023/24 and the completion and the fit out of all elements in 2024/25. Similarly to Option C1, this option has the advantage that the construction would take into consideration an ultimate depot design and layout, which would eventually renew all buildings over time and elements of the depot operations. This would also ensure that the incremental and ad-hoc additions which have been a hallmark of the past depot expansions are halted, and that any monies allocated for depot improvements are aligned to the ultimate design, with abortive costs avoided.

The added advantage is that were this set of high priorities implemented, these facilities would then be constructed to the latest building Codes and Standards, and would be compliant and safe as required. These elements are certainly the identified high risk elements, and it is anticipated that the next elements for renewal would only follow some years after these were completed.

Option C2 has less strain on the funding requirements of the City, and would be more palatable than Option C1 from a financial point of view.

CONCLUSION

From the analysis, it is clear that the options A and B are financially unfeasible at this time of scarce financial resources, particularly given the competing priorities in the City's Long Term Financial Plan.

The scenarios detailed in Option C whereby the depot is incrementally renewed in a structured manner are therefore the most suitable option, which will firstly address the shortcomings in the depot as they become a priority, and whereby any improvements will be structured according to an ultimate plan. In this manner, allocations of funding can be stretched over a number of years and the depot improvements can be managed in a more financially sustainable manner.

Option C2 would meet all these criteria and would meet the aim of addressing only the urgent elements which require attention, although these would be according to a long term ultimate plan.

It is therefore recommended that Option C2 be adopted and that funding in terms of this Option be considered during Council's 2022/2023 budget deliberations to appoint a suitable architect, prepare preliminary designs and estimates and to report back to Council in due course prior to the 2023/2024 Budget considerations.

RECOMMEND

That Council:

1. **Accept Option C2 for the following works to upgrade the depot, in accordance with the Master Plan, for discussion in the 2022/23 budget and LTFP deliberations.**

Element	2022/23	2023/24	2024/25
Appoint architects, prepare design estimate	\$0.2m		
Mechanical Workshop		\$2.0m	\$1.8m
Fuel Bowers			\$0.3m
Chemical Storage Facility			\$0.4m
Hazardous Waste Facility			\$0.8m
Animal Compound			\$0.2m
	\$0.2m	\$2.0m	\$3.5m

2. **That the matter be further considered by Council, as part of the City's 2023/2024 Budget, once concept designs have been completed and estimated costs have been updated.**

ATTACHMENTS

1. Business Case - Depot Redevelopment - Conway Highbury Report - *This matter is considered to be confidential under Section 5.23(2) (e ii) of the Local Government Act, as it deals with the matter, if disclosed, would reveal information that has a commercial value to a person*

2.1 - PROJECT SYMPHONY - CITY OF ARMADALE SITES

WARD : ALL
FILE No. : M/217/22
DATE : 28 April 2022
REF : NB
RESPONSIBLE : Executive Director
MANAGER : Technical Services

In Brief:

- A confidential report is presented as an Attachment to this Agenda.

Strategic Implications

2.1 Conservation and restoration of the natural environment

2.1.1 Sustainability initiatives are supported and implemented throughout the City.

2.1.4 Minimise corporate and community carbon footprints within the City of Armadale.

Legal Implications

It is considered that the *Local Government Act 1995 Tenders Regulations* are not applicable in this case.

An assessment of the *Local Government Act 1995 s3.57* (Tenders for providing goods or services) and the associated provisions of the *Local Government (Functions and General) Regulations 1996* is set out in detail below.

Council Policy/Local Law Implications

General assessment has not revealed any applicable *Policies/Local Laws*.

Budget/Financial Implications

The budget implications associated with the recommendations of this report is set out in detail below.

Consultation

- Intra Directorate.

A Confidential Report is presented at Attachment to this Agenda.

RECOMMEND

That Council Adopt the Recommendation as per the Confidential Report:

3.1 - BAROSSA LOOP SKATE PARK

WARD : RANFORD
FILE No. : M/171/22
DATE : 4 April 2022
REF : JA/ED/DH
RESPONSIBLE : Executive Director
MANAGER : Technical Services

In Brief:

- This report presents the results of the noise assessment undertaken for the Barossa Skate Park.
- A number of options are considered and modifications are proposed to the existing facility.
- Recommend that Council note the contents of this Report and endorse the removal of the Barossa Skate Park replacement with landscaping subject to funding being allocated
- Endorse the removal of the Barossa Park Basketball hoops and backboards.
- Give consideration during the 2022/23 budget deliberations to the allocation of \$206,150 to undertake the conversion of the Skate Park to landscaping and removal of the basketball hoops and backboards.

Tabled Items

Nil

Decision Type

- Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- Executive** The decision relates to the direction setting and oversight role of Council.
- Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

The subject of this report has impact on the following objectives of the Strategic Community Plan 2020-2030:

- 1.3 Community Facilities meet Community needs
 - 1.3.1 Ensure the equitable provision of Community Facilities throughout the City.
- 1.4 An inclusive and engaged community
 - 1.4.2 Encourage the provision of inclusive and accessible facilities, services and programs within the community.
 - 1.4.4 Facilitate the provision of facilities, services and programs to meet the needs of the City's current and future demographics.
- 2.2 Attractive, inclusive and functional public places
 - 2.2.4 Develop, improve and maintain quality parks, playgrounds and public open spaces throughout the City.

Legal Implications

Environmental Protection Act 1986

Environmental Protection (Noise) Regulations 1997

Council Policy/Local Law Implications

General assessment has not revealed any applicable policies/local laws.

Budget/Financial Implications

There is currently no specific funding for any of the options presented in this report, and it is not included in the Parks Long Term Financial Plan.

Consultation

- Inter Directorate
- Developer – Satterley Property Group

BACKGROUND

Barossa Park is a 1.8ha interconnected recreational parkland located within the Heron Park Estate. The park was developed as part of the subdivisional development process, where developers are required to provide public parklands.

The parkland distribution was set out under the approved Structure Plan which was adopted by Council in April 2011. The development of the structure plan was undertaken with a key consideration being the allocation of sufficient public open space for the development of the Harrisdale Playing Fields. The Playing Fields includes 39% of the POS provided in the estate, with the balance of the POS being required to provide a multiple use corridor of living streams in the public open space/drainage areas to enable the management of the area's drainage, a buffer area in the south west corner of the site for the Conservation Category wetland, a local park and buffer to the sewerage pump station, and the retention of a group of significant mature trees (Coastal Blackbutt).

The developer (Satterley Property Group) has been working on the estate for over a decade, creating parklands which provide the community with connected pathways, areas of turf and playgrounds. Over time the playground facilities provided within Heron Park cater well for young children however as Heron Park has developed, families and children have grown and the developer and the City identified that there was a gap in the provision of play areas for older children.

To address the identified gap, the Developer approached the City with an initial concept plan for a multipurpose youth space Barossa Park consideration during November 2017.

The park is a Neighbourhood Open Space (NOS) and provides a multi-purpose space for families with children of different ages to play together, featuring a scooter track for younger children, a skate plaza, a grass kick-about space, a basketball/netball court, picnic area and a climbing frame playground. Since its opening, although positive feedback has been received from park users and local residents, so too have concerns been raised by some nearby residents regarding the skate elements of the multi-purpose space.

Petitions to convert the skate park elements of the multi-purpose space located at Barossa Park into a children's playground were received by Council on 9 November 2020 and 25 January 2021. In this respect, while acknowledging that a skate park or similar facility is needed for youth within the area, the petitioners have voiced concerns that the current location of the skate park is inappropriate, largely due to concerns identified by the petitioners regarding anti-social behaviour and noise.

A report was presented to Council in November 2021, in which Council resolved as follows (recommendation T63/11/21 refers):

That Council:

- 1. Note the contents of this report detailing actions taken since March 2021 with regard to the Barossa Loop Skate Park, including the forthcoming mobile CCTV installation and reinstatement of the basketball hoop.*
- 2. Refer the matter of the installation of fencing at Barossa Loop Skate Park at an estimated cost of \$30,000 to Council's 2022/23 Budget and Long Term Financial Plan deliberations.*
- 3. Refer the matter of noise levels at Barossa Park for investigation.*
- 4. Receive a further report recommending the final determination as to the skate park infrastructure at the conclusion of the handover process when Barossa Loop Park is under the City's care and control.*

This report serves to provide Council with an update on the actions taken to date in relation to recommendation T63/11/21 so that a final decision on the Skate Park infrastructure can be made.

In terms of the actions that had an outstanding or follow up element – the following update is provided:

	Action	Comment – May 2022
1A	Mobile CCTV installation	Mobile CCTV unit has been purchased and is due to arrive in May 2022
1B	Basketball hoop reinstatement	The basketball hoop was reinstated in November 2021
2	Refer the matter of the installation of fencing at Barossa Loop Skate Park at an estimated cost of \$30,000 to Council’s 2022/23 Budget and Long Term Financial Plan deliberations	Included in draft 2022/23 budget
3	Refer the matter of noise levels at Barossa Park for investigation	Undertaken, this report refers
4	Further report recommending the final determination	Handover of the park has been delayed, however this report refers a final recommendation

Environmental Noise Assessment

Following the November 2021 Council resolution, the City engaged an Acoustic Consultant, *Reverberate Consulting* to carry out the Environmental Noise Assessment. The sound monitoring was carried out between 25 January 2022 – 8 February 2022, with a final report provided to the City on the 15 March 2022.

Sound Monitoring

The consultant carried out in person ‘attended’ monitoring, twice at a residential property opposite the skate park and twice at a residential property opposite the basketball court.

Additionally, sound loggers were set-up at these two properties for two weeks: one week of the January 2022 school holidays and one week of the February 2022 school term. The attended monitoring provided data on the general noise levels associated with the park equipment and the logging provided additional information on sound intensity, frequency and times of use.

Permitted Noise Levels

The *Environmental Protection Regulations 1997 (Noise Regulations)* specify permitted noise levels for different types of sounds and for different times of day. The levels apply stricter requirements after 7pm and stricter still past 10pm.

Permitted noise levels, between 7am – 7pm, Monday – Saturday:

- For intermittent sounds (e.g. bounces / bangs) the permitted level is 55dB (LA1)
- For more constant sounds (e.g. music) the permitted levels is 45dB (LA10)

Noise Assessment - Basketball Court

Noise from the basketball court was detected most evenings, for at least 2 hours at a time, often starting around 6pm. The noise was also detected at other times: once commencing at 5am on a Wednesday morning, another from 12pm on a Tuesday. The range of exceedance from the permitted noise levels differs based on several factors including: the intensity of playing, number of users/balls and any associated load talking/shouting or music noise.

The levels provided by the Acoustic Consultant:

Type of Sound	Permitted Level (7am – 7pm, Mon– Sat)	Measured Level	Variation:
Ball noise only	55dB (LAS1)	55 - 64dB (LAS1)	0 - 9dB
All noise (ball noise, music and talking)	45dB (LAS10)	62 - 67dB (LAS10)	17 - 22dB

Based on the noise levels detected and the assumption that the facility's use can be limited to 7am – 7pm, Monday – Saturday, the consultant provided the below recommendations.

Possible sound attenuation measures included:

- Low-noise surfaces (astro-turf on court, perforated backboard) and
- A 3m noise wall.

The consultant advised that the above measures are likely to bring the use to (or very close to compliance), while noting that a ≤ 5 dB breach may still be possible during times of excessive/inappropriate use.

On further questioning the consultant provided additional options expected to reduce the noise nuisance, these included:

- Change the basketball court to a netball court or
- Reduce the court size to a smaller 5m x 5m pad (\approx less heavy use).

However, for these options the noise reductions cannot be quantified and additional sound attenuation measures (2m noise wall/astro-turf) may still be required.

While compliance will largely depend on the behaviour of individual users, the consultant was confident that sound attenuation: astro-turf, perforated backboard and noise wall combined with access restrictions would achieve compliance. Court modification: changing to a netball court or reduced court size with access restrictions might achieve compliance but may also require sound attenuation measures (noise wall/astro-turf.)

Noise Assessment - Skate Park

Noise from the skate park was detected most evenings, for at least 2 hours at a time, often starting from 6pm. The noise was also detected at other times: once commencing around 7am on a Saturday; another 10am on a Wednesday. The range of exceedance from the permitted noise levels differs based on several factors including: the number of users, specific equipment use/intensity and any associated loud talking/shouting or music noise.

Levels provided by the Acoustic Consultant:

Type of Sound	Permitted Level (7am – 7pm, Mon– Sat)	Measured Level	Variation:
Scooter / skate board noise only	55dB <small>(LAS1)</small>	62 - 73dB <small>(LAS1)</small>	7 - 18dB
All noise (scooter / skateboard, music and talking)	45dB <small>(LAS10)</small>	58 - 64dB <small>(LAS10)</small>	13 - 19dB

Based on the noise levels detected and the assumption that the facility’s use can be limited to 7am – 7pm, Monday – Saturday, the consultant provided the below recommendations.

The consultant stated in their final report that prohibiting use of the skate park past 7pm and “*designing a noise wall and/or earth berm combination could reduce the exceedance of the Noise Regulations to 5-10 dB at the ground floor residences*” however non-compliance will still be expected at the upper level of the 2-story houses nearby the skate park.

COMMENT

Basketball Court

The basketball hoop was removed during December 2020 as a temporary action, with re-installation of the hoop undertaken in November 2021. In the intervening time, the City and the developer both received a number of requests asking that the hoop be reinstated.

In preliminary discussions with Department of Water and Environmental Regulation (DWER) it was suggested that a buffer of >100m from nearby housing would be required to meet noise levels for basketball courts without noise mitigation treatments.

The implications of such a buffer on existing facilities and future facilities need to be considered as the physical distance is generally unachievable and unrealistic under current planning, engineering and environmental frameworks in new urban developments. Therefore it is clear that there is a need to implement mitigation techniques and to understand their effectiveness to be able to guide developers on infrastructure requirements for future provision in urban areas.

Skate Park

Barossa Skate Park provides a space for young people to engage in outdoor activities, the only space currently available within Harrisdale or Piara Waters. Overall the features within the park are well utilised by the community and it is considered a valuable youth space asset.

Since opening however numerous complaints and petitions have been received mostly regarding anti-social behaviour and noise after hours. The noise issue has been confirmed by the noise consultants, with the consultants predicting that the skatepark would need to be fully enclosed inside a building with a roof to comply with the Noise Regulations at this distance to houses.

Full enclosure of the skate park is not a viable option and as explored in the next section of this report, there is not a strong option for physical modification available that offers clear assurances on noise elimination or reduction.

It is clear the required separation from houses will have implications on existing strategies and this issue may need greater consideration at an earlier stage within the planning process. It is recommended that the City's Community Infrastructure Plan, the Parks Facility Strategy and the POS guidelines for New Residential Developments should be reviewed in the next 12-15 months to consider how the City can provide skate parks and basketball facilities in residential areas to meet the needs of the community and comply with relevant legislation.

OPTIONS

BASKETBALL OPTIONS

Basketball Option 1 - Noise Elimination

Apply low-noise surface (astro-turf) to court and install a low noise backboard (approximately \$16,000). In addition construct 27m of 2-3m high noise wall to the eastern perimeter of the court (approximately \$36,000). This action is likely to bring the use very close to full compliance.

Basketball Option 2 - Facility Removal

Remove basketball hoops and backboards but retain soccer goals.

Basketball Option 2 is recommended

SKATE PARK OPTIONS

Skate Option 1 -Noise Mitigation

Construct an approximately 2-3m high noise wall and lock facility restricting after hours use. This action is not likely to bring the use to full compliance. The consultant considered the skate park would need to be fully enclosed inside a building with a roof to comply with the Noise Regulations.

Skate Option 2 Facility Removal

Remove facility and replace with landscaping.

Skate Option 3 Retain - Encourage Positive Behaviour Change

Work with users to educate and encourage terms of use, monitor behaviour and take compliance action where possible, with a focus on noise reduction within key problematic hours.

This could include

- Increased Ranger Patrol
- Requests to WA Police to increase patrols
- Organise youth outreach sessions + schools sessions
- Organise skate sessions onsite with peers
- Consider planned improvements or skate facility provision that may spread use of skate park and reduce overuse on park

Skate Option 2 is recommended.

Should the Option 2 proceed, it is the officer's recommendation that the City conducts an early and extensive notification of works letter drop and survey to residents within 150 metres of the perimeter of Barossa Park

The following table outlines a preliminary cost estimate to undertake the conversion from skate park to landscaping and remove the basketball hoops and backboards.

Cost Estimate

Item	Proposed Works	Unit	Quantity	Cost
1.0	Preliminaries			
1.1	Preliminaries including setout, site safety plans and traffic management	Item		\$ 10,000
2.0	Site Preparation			
2.1	Demolition of Skate - rock breaking	sq.m	800	\$ 68,000
2.2	Disposal Costs	cu.m	1200	\$ 54,000
2.3	Fine Grading in preparation for landscaping	sq.m	800	\$ 2,000
3.0	Irrigation			
3.1	Irrigation Design + install onsite	sq.m	800	\$ 5,000
4.0	Landscape			
4.1	Landscape Design + install onsite, trees, planting, turf and connecting pathways	Sq.m	800	\$ 44,000
5.0	Basketball			
5.1	Removal basketball hoops and backboards	Item		\$ 150
6.0	Practical Completion			
6.1	Data Collection and establishment	Item		\$ 3,000
6.2	Project Contingency	10%		\$ 20,000
Preliminary Opinion of Probable Cost				\$206,150

Maintenance Responsibility

The parkland is still under the maintenance responsibility of the developer Satterley Property Group, with plans to hand over the park in April 23. It is suggested if the recommended option is to proceed, the pre-handover process is expedited and handover is initiated early.

As the usual pre-handover process can take several months to complete, it is important to ensure this process is not impeded. This will ensure on approval of the 22-23 budget, the works can proceed within a reasonable timeframe.

Consultation

As the parkland is still under the maintenance responsibility of the developer Satterley Property Group, the City has reached out to the developer to discuss the options.

Satterley Property Group expressed concerns with the approach but to date has not formally responded.

CONCLUSION

A petition to convert the skate park elements of the multi-purpose space located at Barossa Park into a children's playground was received by the Council on 9 November 2020, with a second petition being presented on 25 January 2021. The petitioners voiced concerns that the current location of the skate park is inappropriate, largely due to concerns identified by the petitioners regarding anti-social behaviour and noise.

An assessment of the noise attributed to the Barossa facility was undertaken with the resulting noise assessment confirming noise variations from permitted levels.

Previous behaviour change efforts to address the antisocial behaviour and after hours use, which cause a high percentage of the noise variations, appear to not have alleviated the noise concerns.

Whilst it is unfortunate to lose a facility of this nature, especially in consideration there is no other facility of this nature in the whole of Harrisdale or Piara Waters, it is recommended that the Skate Park is replaced as well as removal of the basketball hoops and backboards.

RECOMMEND

That Council give consideration, during the 2022/23 budget deliberations, to the allocation of funding to an amount of \$206,150 to undertake the conversion of the Skate Park to landscaping and removal of the basketball hoops and backboards.

ATTACHMENTS

There are no attachments for this report.

COUNCILLORS' ITEMS

Nil

EXECUTIVE DIRECTOR TECHNICAL SERVICES REPORT

Nil

MEETING DECLARED CLOSED AT _____