



NOTICE OF MEETING

COMMITTEE OF COUNCIL

Members of the Committee of Council are advised that a meeting will be held in Council Chambers, Civic Building, 83 Mandurah Terrace, Mandurah on:

**Tuesday 9 October 2018
at 5.30pm**

MARK R NEWMAN
Chief Executive Officer
3 October 2018

COMMITTEE MEMBERS

Mayor Williams
Deputy Mayor Councillor Knight
Councillor Wortley
Councillor Jackson
Councillor Lee
Councillor Lynn Rodgers
Councillor Shane Jones

Hon Councillor Riebeling
Councillor Tahlia Jones
Councillor Darcy
Councillor Schumacher
Councillor Peter Rogers
Councillor Matt Rogers

AGENDA:

1 OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

2 ATTENDANCE AND APOLOGIES

Councillors Lee and Wortley on leave of absence

3 IMPORTANT NOTE:

Members of the public are advised that the decisions of this Committee are referred to Council Meetings for consideration and cannot be implemented until approval by Council. Therefore, members of the public should not rely on any decisions of this Committee until Council has formally considered the resolutions agreed at this meeting.

4 ANSWERS TO QUESTIONS TAKEN ON NOTICE

Nil.

5 PUBLIC QUESTION TIME

Public Question Time provides an opportunity for members of the public to ask a question of Council. For more information regarding Public Question Time, please telephone 9550 3706 or visit the City's website www.mandurah.wa.gov.au.

6 PRESENTATIONS AND ANNOUNCEMENTS BY CHAIRMAN

6.1 Mandurah Performing Arts Centre

7 DEPUTATIONS

Any person or group wishing to make a 5-minute Deputation to the Committee meeting regarding a matter listed on this agenda for consideration must first complete an application form. For more information about making a deputation, or to obtain an application form, please telephone 9550 3706 or visit the City's website www.mandurah.wa.gov.au.

NB: Persons making a deputation to this Committee meeting will not be permitted to make a further deputation on the same matter at the successive Council meeting, unless it is demonstrated there is new, relevant material which may impact upon the Council's understanding of the facts of the matter.

8 CONFIRMATION OF MINUTES: 11 SEPTEMBER 2018

(NB: It is the Elected Members' responsibility to bring copies of the previous Minutes to the meeting if required).

9 DECLARATIONS OF FINANCIAL, PROXIMITY AND IMPARTIALITY INTERESTS**10 QUESTIONS FROM ELECTED MEMBERS WITHOUT DISCUSSION**

10.1 Questions of which due notice has been given

10.2 Questions of which notice has not been given

11 BUSINESS LEFT OVER FROM PREVIOUS MEETING

12 REPORTS:

1	Mosquito Management Annual Report 2017/18	1 -14
2	City Centre Waterfront – Key Projects Concept Plans for Consultation	15 - 41
3	Tender T10-2018 Weed Control Environmental Bushland and Conservation Areas	42 - 44
4	Tender T11-2018 Weed Control Supply and Application of Herbicides	45 - 47
5	Tender T14-2018 Mandurah Foreshore Boardwalk Remediation Stage 3	48 - 50
6	Adoption of Buy Local Procurement Policy	51 – 55
7	Tender T12-2018 Construction of Port Bouvard Surf Life Saving Club Second Storey	56 - 60

13 LATE AND URGENT BUSINESS ITEMS**14 CONFIDENTIAL ITEMS****15 CLOSE OF MEETING**

1 **SUBJECT:** 2017/18 Mosquito Management Annual Report
 CONTACT OFFICER: Tony Free
 AUTHOR: Scott Severn/Brendan Ingle
 FILE NO: 1547995

Summary

Mosquito management undertaken by the City, in conjunction with the Peel Mosquito Management Group (PMMG) and Department of Health in 2017/18 was comparable with season 2016/17 in terms of the number of aerial larviciding treatments completed. However, an additional 876 hectares were treated in response to a number of significant tidal surges and the persistent breeding of mosquitoes experienced throughout the season.

20 aerial larviciding treatments were undertaken between July 2017 and June 2018. These treatments covered a total of 3503.4 hectares.

The program was presented with challenging environmental conditions due to the effects of a short weak to moderate strength La Niña event that developed in November 2017 and then deteriorated in February 2018. This period provided a valuable opportunity to test the programs improved capacity against such conditions with positive results achieved.

Being the first confirmed La Niña event to present since the significant 2010 -12 La Niña, the program was met with a significant rise in tidal inundation events and intensity.

Currently the outlook for the 2018/19 season is indicating a return to El Niño conditions by late 2018 to at least mid-2019. Based on past seasons when El Niño events have been active, fewer tidal inundation and hatching events have occurred therefore requiring less intervention by the program. However the program will continue to closely monitor environmental conditions and respond accordingly to manage mosquito populations appropriately.

This annual report provides an overview of the PMMG activities with a specific focus on the City of Mandurah during the 2017/18 season and seeks Council endorsement of the recommendations of the report.

Disclosure of Interest

Nil

Previous Relevant Documentation

- G12/1/18 30 January 2018 Mosquito Management Program 2016/17 Annual Report
- G.21/10/16 25 October 2016 Mosquito Management Program 2015/16 Annual Report
- G.11/10/15 13 October 2015 Mosquito Management Program 2014/15: Annual Report
- G.32/10/14 28 October 2014 Mosquito Management Program 2013/14: Annual Report
- G.32/9/11 27 September 2011 Mosquito Management Annual Report 2010/11: Peer Review of City of Mandurah Mosquito Management Program
- G.37/3/11 22 March 2011 Council Resolved to invite a peer review of the City's Mosquito Management Program

Background

The PMMG includes representatives from the City of Mandurah, Shire of Murray, City of Rockingham and Shire of Waroona. The PMMG has a long history working in collaboration together to ensure the successful management of mosquito populations across the Peel region.

The purpose of this report is to provide a review of mosquito management operations during the 2017/18 season, the environmental drivers of mosquito breeding cycles and the prevalence of mosquito-borne disease. The report also includes analysis of the season's environmental conditions, tidal events, aerial larviciding treatments, adult mosquito abundance and community education initiatives.

Mosquitoes pose significant health and amenity impacts to millions of people worldwide. Within the Peel region, the greatest health risk and nuisance factor to residents and visitors is from saltmarsh mosquitoes.

The majority of the City's residential suburbs and recreational facilities are within the established flight range of saltmarsh mosquitoes which poses an increase risk to the community and challenge for the program.

Mosquito management in the Peel Region requires a coordinated and collaborative approach and is undertaken in partnership with the Department of Health (DoH) and the contracted helicopter provider. This alliance is essential given the regional disease risk, extensive breeding habitat (estimated to be up to 600Ha), prolific mosquito breeding cycles and urbanisation within the Peel region.

The program's primary focus is to reduce mosquito-borne disease via the targeted reduction of saltmarsh mosquito populations. It also aims to reduce the impact of nuisance saltmarsh mosquitoes on the City's residents and broader community.

The PMMG's main method for the reduction of saltmarsh mosquitoes is through aerial larviciding treatments via helicopter to target mosquito larval populations. This technique has the ability to successfully remove a high percentage of mosquito larvae that if untreated would emerge as adult mosquitoes and pose a greater risk of disease transmission within the community. The extent of larval and adult saltmarsh mosquito abundance at any given time is heavily influenced by environmental conditions throughout the season.

The following key events and statistics from the 2017/18 season are listed below:

Disease

- Reported cases of Ross River virus (RRV) across the state, region and Mandurah:
 - WA 599 cases recorded compared to 1115 in 2016/17
 - Perth Metro 297 cases recorded compared to 331 in 2016/17
 - Peel Region 126 cases recorded compared to 150 in 2016/17
 - Mandurah 54 cases recorded compared to 68 in 2016/17

Treatment

- 20 aerial larviciding treatments were undertaken between 1 July 2017 and 30 June 2018.
- A total of 3503.4 hectares were treated compared with 2627 hectares in 2016/17 (rise of 33.8%).
- The average aerial treatment size for the 2017/18 season was 175 hectares compared to 125 hectares in 2016/17.
- The 2017/18 seasons largest recorded individual treatment was 573 hectares.
- Four back to back treatments were completed in December 2017 and March 2018.
- The following larvicide chemicals and volumes were applied via helicopter:
 - 5320kg of Prolink® Prosand.
 - 210L Bti (TEKNAR® 1200SC)
 - 11,209kg of Bti Corn Cob Bti (Barmac® 200GR)
- Adult mosquito trapping by the DoH Medical Entomology averaged 141 mosquitoes per trap between July 2017 and June 2018 compared to 103 in 2016/17.

Community enquiries and education

- 61 community enquiries were recorded in comparison to 63 in 2016/17. 53 were received between the 28 January and 12 February.
- Three community email updates were sent.

- Multiple posts were provided on the City's Facebook account particularly when aerial treatments were being undertaken.
- Fight the Bite public education campaign continued to be supported in the Peel region by the DoH and PMMG which included the use of a range of media and merchandise.
- Successful public engagement events were provided by City officers.

Comment

Historically the El Niño Southern Oscillation Index (ENSO) - has provided an indication of the possible intensity of local environmental conditions that are likely to drive mosquito breeding cycles. In the past El Niño events have coincided with seasons of lower mosquito abundance. Neutral seasons generally provide moderate conditions whereas La Niña seasons have seen the most challenging conditions for mosquito management in the Peel region.

The 2017/18 season commenced with the Australian Bureau of Meteorology's (BoM) July 2017 ENSO update reporting climate models were indicating an ENSO neutral state for the remainder of 2017. By October, climate models were suggesting that there was at least a 50% chance of La Niña event forming in late 2017. A La Niña became established as predicted and influenced our local weather and tides.

The La Niña remained active until March 2018, at which time the BoM declared the 2017/18 La Niña had ended and ENSO indicators had eased back to neutral levels.

As expected the influence of La Niña resulted in challenging environmental conditions that had significant effect on the programs workload and activities.

Weather influences

Environmental drivers of local weather patterns and conditions play an important role in the ability for saltmarsh mosquitoes to sustain their breeding cycles in the Peel Region.

Weather influences such as low and high pressure systems, approaching cold fronts and wind forces, west coast troughs, tropical cyclones reaching the mid-west and rainfall inflow into regional river systems, either individually or as a combination can have significant impacts on local tide behaviour within the Peel Harvey Estuary.

Temperature also plays a critical role by influencing the speed of larvae development with warmer temperatures promoting the egg to adult cycle in approximately four days. Water depth, draining and evaporation also impacts the speed of larvae growth cycle.

Significant weather events

On 10 February 2018, Mandurah recorded 74.2mm of rainfall and a total of 90mm for the month. This unseasonal rainfall in February was the only significant localised weather event during the season and was driven by a tropical low that developed in the states north and impacted southwest Western Australia. The volume of rainfall is likely to have initiated breeding of mosquitoes due increased water pooling in urban environments across Mandurah. The impact on the programs activities was more closely linked with the passing cold front that impacted sea levels and the local tides following this event.

Tide influences

As mentioned throughout this report, breeding cycles and seasonal abundance of saltmarsh mosquitoes in the Peel region are fundamentally linked to various weather patterns. Whilst typical tidal amplitude within the Peel Harvey system is less than 30cm, tides fluctuate greatly from lunar and historical predictors. Barometric tides linked to the continuous changes in atmospheric pressure result in significant tidal variations from the predicted tide patterns and are associated with local and broader weather events.

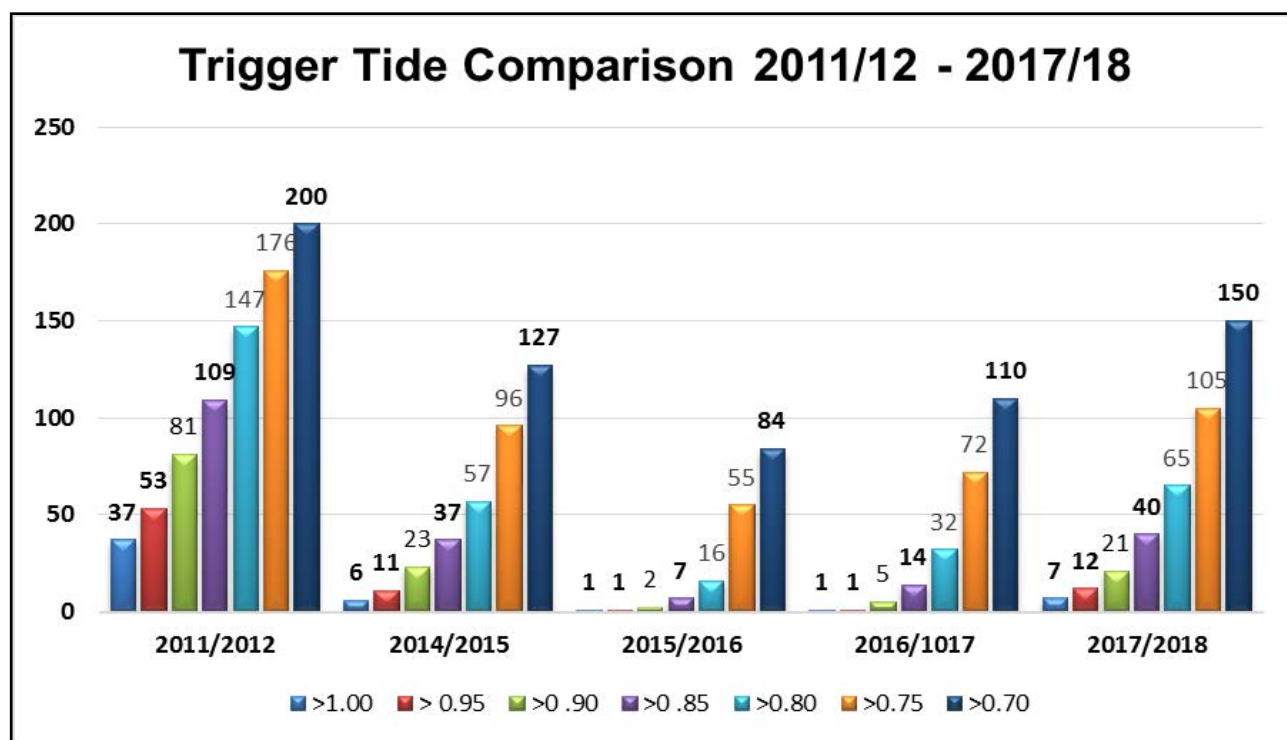


Figure 1 - comparison of tidal activity between 1 September and 1 May (2011 – 2018). Data sourced from the Department of Transport.

Tidal surges 40cm above the predicted heights are a regular occurrence within the Peel-Harvey estuary. These tides known as storm surge tides are not always linked to a storm front or rainfall and can occur in calm weather. Many storm surges are generated by weather events that do not have any direct impact on local conditions, such as tropical cyclones in the northern parts of the state or cold fronts and low pressure system activity.

Storm surges inundate vast areas of breeding habitat and initiate the hatching of mosquito eggs in their millions. Hatching can occur as a single event or constantly over a number of days. The eggs of saltmarsh mosquitoes have the ability to remain in a dormant state over weeks, months and even years. This see's the build-up of egg bank loading over long periods and allows breeding cycles to be sustained endlessly.

Tidal activity leading to inundation and hatching events was more frequent and more extensive during the 2017/18 season when compared to recent years. Of significance was the increase in tides peaking above 0.85m, 0.95m and greater than 1.00m. The highest tide of 1.10m was recorded on 12 December 2017 and peaked 0.37m above the predicted high tide.

Figure 1 on page 5 outlines the tidal activity above .70m from 2011 to 2018. Tides above .70m are identified as 'trigger' tides as water from these tides inundate breeding sites and often require intervention from the program to assess the potential and/or level of larval activity and determine whether a treatment is required.

Season 2017/18 aerial larviciding

Aerial larviciding via helicopter is the main technique that the program employs to achieve targeted and effective management of saltmarsh mosquito populations on a regional scale. The speed of this technique is the most efficient and effective method available to apply different larvicide products in various weather conditions when applied in line with favourable water levels and mosquito larvae development stages.

Aerial larviciding also allows application to the regions sensitive wetlands and saltmarsh habitats in an unobtrusive manner with minimal impact.

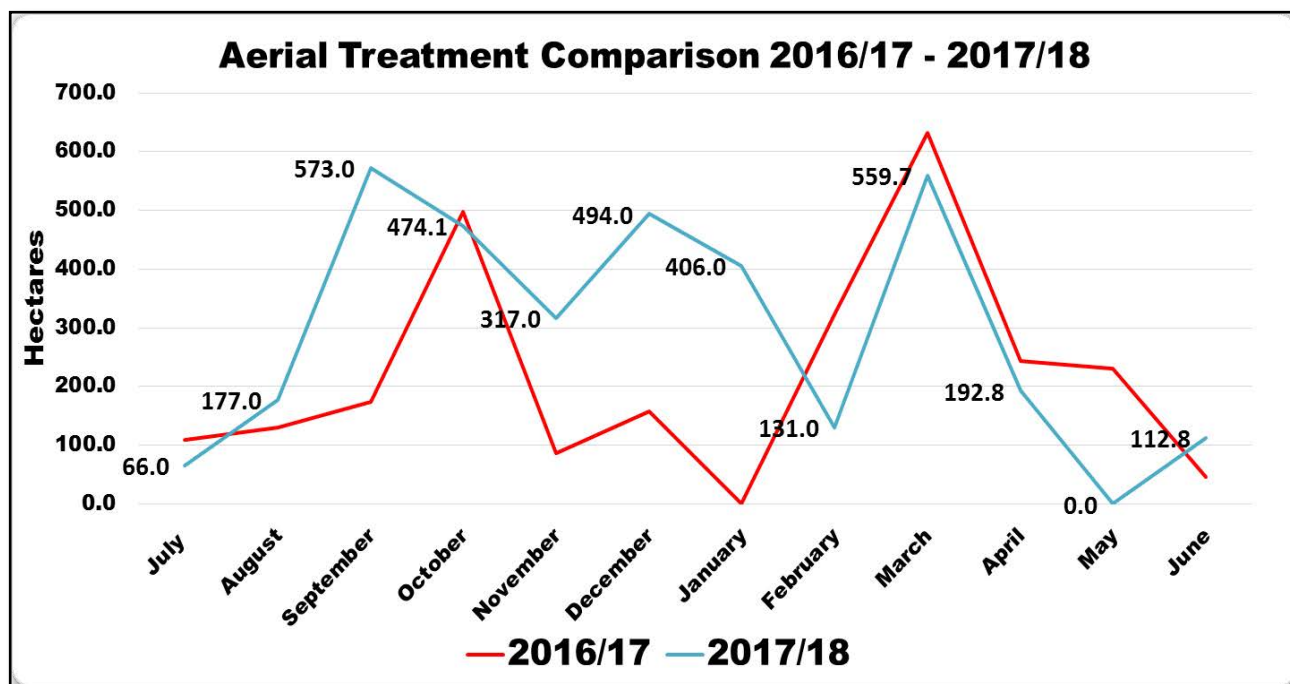


Figure 2 – Comparison of hectares treated 2016/17 – 2017/18.

There may only be a short window of opportunity of one day for an effective aerial treatment to occur and in these situations it is vital that swift information gathering and decisions regarding product selection are made to have the greatest impact on mosquito populations. In addition, it is crucial the timing of the treatment is carefully considered and includes factors such as weather conditions, fluctuating water levels, larval densities and instar growth rate are all considered.

The two active ingredients used are S - methoprene and *Bti*, (*Bacillus thuringiensis israelensis*) and are the most environmentally appropriate products available for mosquito control and are utilised across the world. Both of these larvicides have been approved for use by the Australian Pesticides and Veterinary Medicines Authority and are certified for the management of mosquitoes in natural and urban environments.

Season 2017/18 required one less aerial treatment when compared to season 2016/17 however the total area treated for season 2017/18 increased by some 876 hectares.

The season's largest individual treatment of 573 hectares was completed in late September 2017 and was the highest number of hectares treated in a single month across the season. December 2017 and March 2018 presented persistent tidal inundation and subsequent hatching events that required aerial treatments to be undertaken on a weekly basis. As in previous years, granular larvicides were predominately the most used formulation due to their suitability for local breeding site and weather conditions. The targeted use of these larvicides resulted in high mortality rates and consistent reduction in larval populations which successfully reduced adult mosquito abundance.

The key outcomes of the season's aerial treatments were:

- 20 aerial larviciding treatments undertaken between 1 July 2017 and 30 June 2018.
- A total of 3503.4 hectares treated
- Average aerial treatment size for the 2017/18 season was 175 hectares
- Largest individual treatment was 573 hectares
- Four back to back treatments completed in December 2017 and March 2018.
- 5320 kg of Prolink® Prosand applied via helicopter

- 210 - L Bti (TEKNAR® 1200SC) applied via helicopter
- 11,209 kg of Corn Cob Bti (Barmac® 200GR) applied via helicopter
- 7920 kg of Corn Cob Bti (Vectobac G) applied via helicopter.

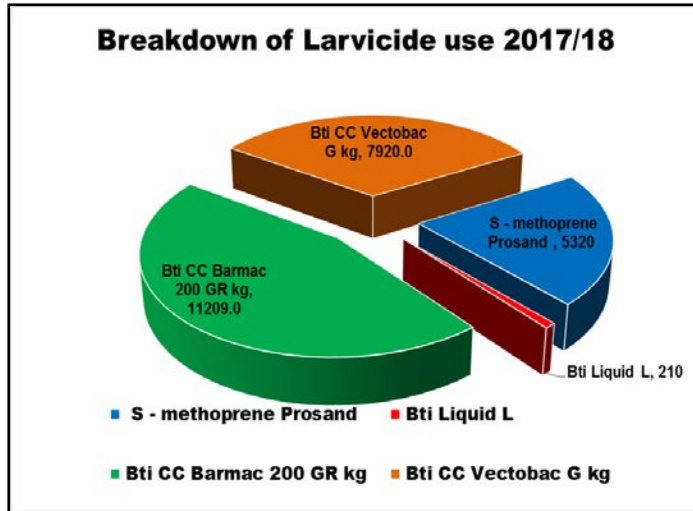


Figure 3 - Breakdown of larvicide

Helicopter services

The City and PMMG has continued to advocate and engage with the DoH in relation to seeking a financial and contractual commitment between the DoH and the current helicopter contractor to ensure the continuation of the aerial treatments throughout the year.

The above commitment is vital to ensure the program has the necessary resources to ensure winter cohorts can be targeted to reduce mosquito reproduction cycles in the winter and spring months. The City is in no doubt that the opportunity to employ winter treatments since 2013/14 has been effective and resulted in winter cohorts of *Aedes camptorhynchus*, being effectively reduced.

In support of this statement the City believes this presents in the form of post treatment surveillance results indicating high mortality rates and adult population surveillance indicating population declines in the months following treatment opportunities. This is the same evidence that the program has and continues to apply as a fundamental measure of mosquito reduction efforts.

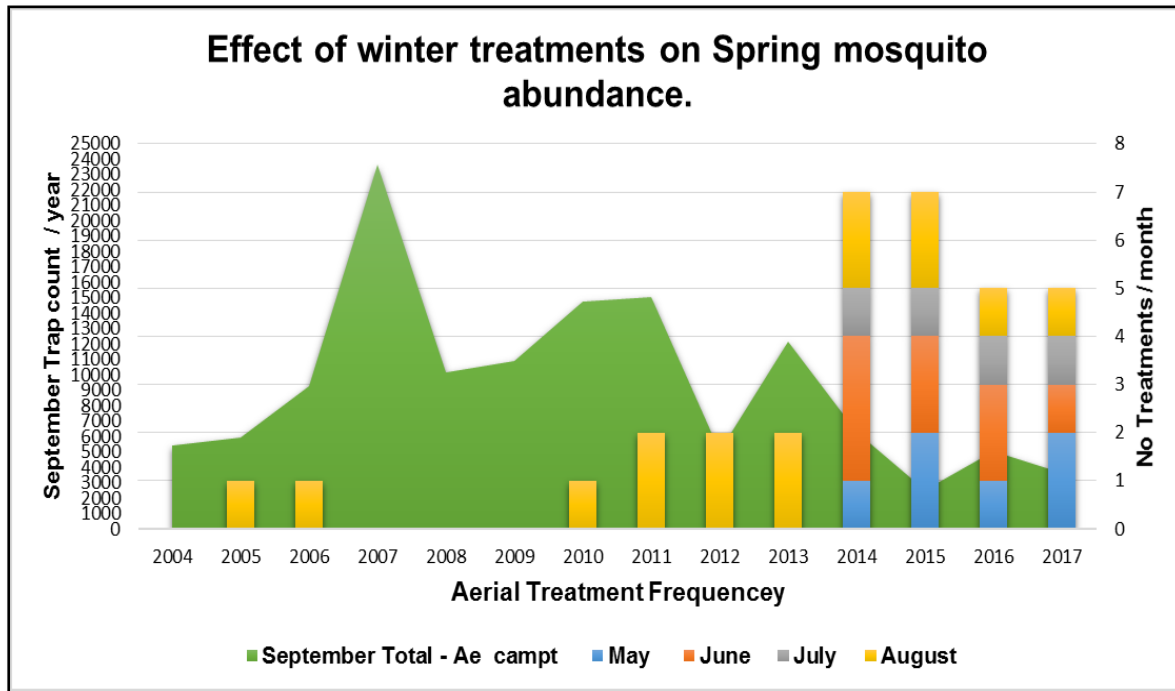


Figure 4 – Winter treatment review

Figure 4 aligns mosquito trap counts for the month of September prior to aerial treatments formally commencing in August of 2010 and then followed by the introduction of aerial larvicide treatments in the months of May, June and July from 2014 until August 2017.

Recognising the role environmental drivers can play in any given month and season, May 2009 experienced the development of an El Niño event that peaked in November 2009 and resulted in one of the quietest seasons on record however the abundance of mosquitoes in September 2009 suggests that significant hatching and emergence of mosquitoes in the months prior occurred. This would be expected in the absence of aerial treatments between the end of April 2009 and September 2009 resulting in no reduction of winter cohorts during this period.

Following on from 2009, treatments were undertaken in August 2010, 2011, 2012 and 2013. Whilst the impact of the August treatments appears to be limited in years 2010 and 2011/12 it is worthwhile noting that these years were dominated by one of the strongest La Nina events on record following the previous La Nina event in 2007/2008.

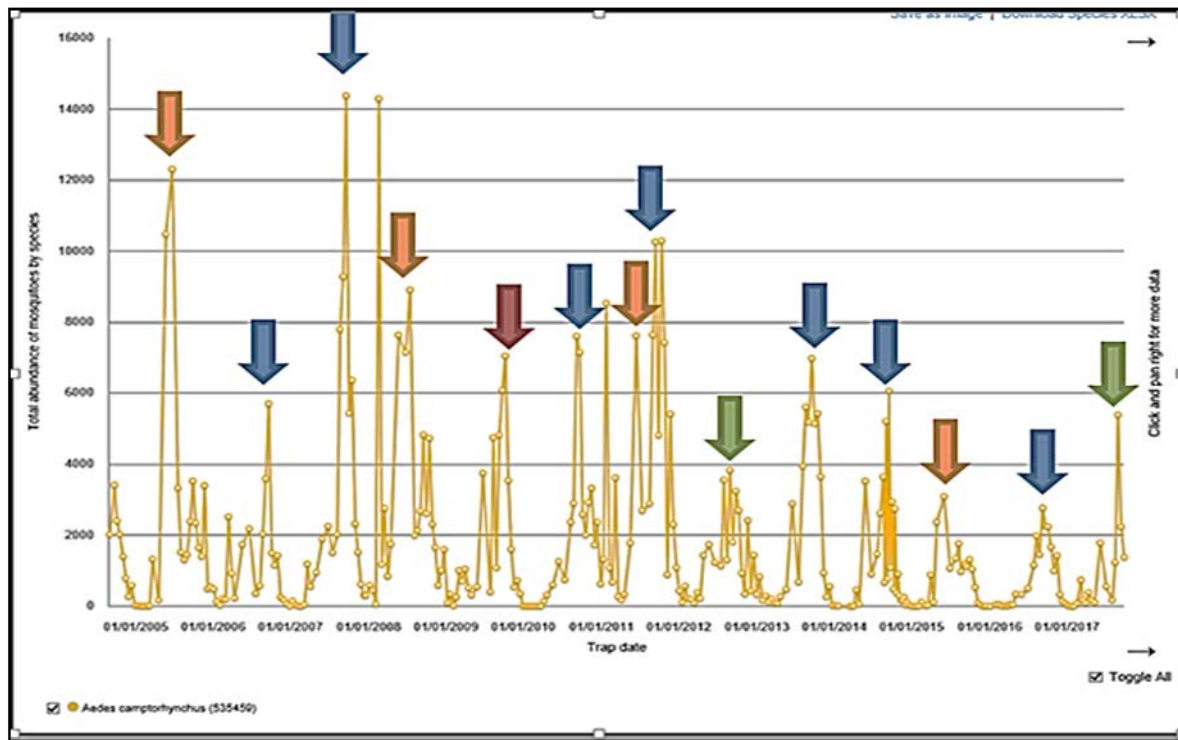


Figure 5 – Winter treatment review June / July - August - September - October

In addition, Figure 5 above outlines peaks in mosquito abundance since September 2004 which have consistently occurred throughout June to October. Winter 2017 also experienced a La Niña event and resulted in a season of increased mosquito breeding and program intervention. Mosquito abundance was significantly lower in the month of September when compared to the La Niña events of 2007/08 and 2010 – 2013. Winter cohorts were targeted in May and August of 2017.

This is an encouraging outcome that the City believes strengthens the justification the winter treatments regardless of the environment drivers at play throughout the year. The existing agreement will provide access to aerial treatments until the end of June 2019. The DoH has not indicated they will provide funding to continue winter aerial treatments to date.

The City and PMMG is hopeful that the DoH and the helicopter provider will seek an agreement that proves financially viable for both parties to ensure helicopter applications can be secured all year round.

Aerial application equipment and systems

As reported in the 2016/17 annual report, the City and PMMG members continued to work with the DoH and the helicopter contractor to refine the operation and accuracy of the larvicide application system.

The helicopter contractor continued to be proactive in providing services and capacity. This came via the purchase of a second GPS / Granular Flow Control system and will ensure system support and a second aircraft to be operational and complimented with the desired equipment.

Mosquito surveillance

As in previous years, the City of Mandurah and the DoH completed 23 adult mosquito trapping rounds throughout the season. A total of nine carbon dioxide (CO₂) static traps were utilised. Peel region trapping data is vital to the mosquito management program as it monitors adult mosquito populations, allows species identification and mosquito-borne disease detection as evidence of the effectiveness of aerial treatments undertaken. Based on the season results, the average single trap count was 141 mosquitoes obtained on a fortnightly basis from 1 July 2017 – 30 June 2018.

In comparing monthly trap averages across the season, the average trap count in 2017/18 was slightly higher than 2016/17. However for the majority of months the trap count average was well below the long term monthly average.

Figure 6 below provides a summary of the season's events and details the mosquito trapping counts, tide patterns at the Department of Transport (DoT) Mandurah Marina tide gauge, the 0.70m threshold that triggers inundation and hatching and the dates of when aerial treatments were undertaken. The red icons indicate treatments over 300 hectares in area.

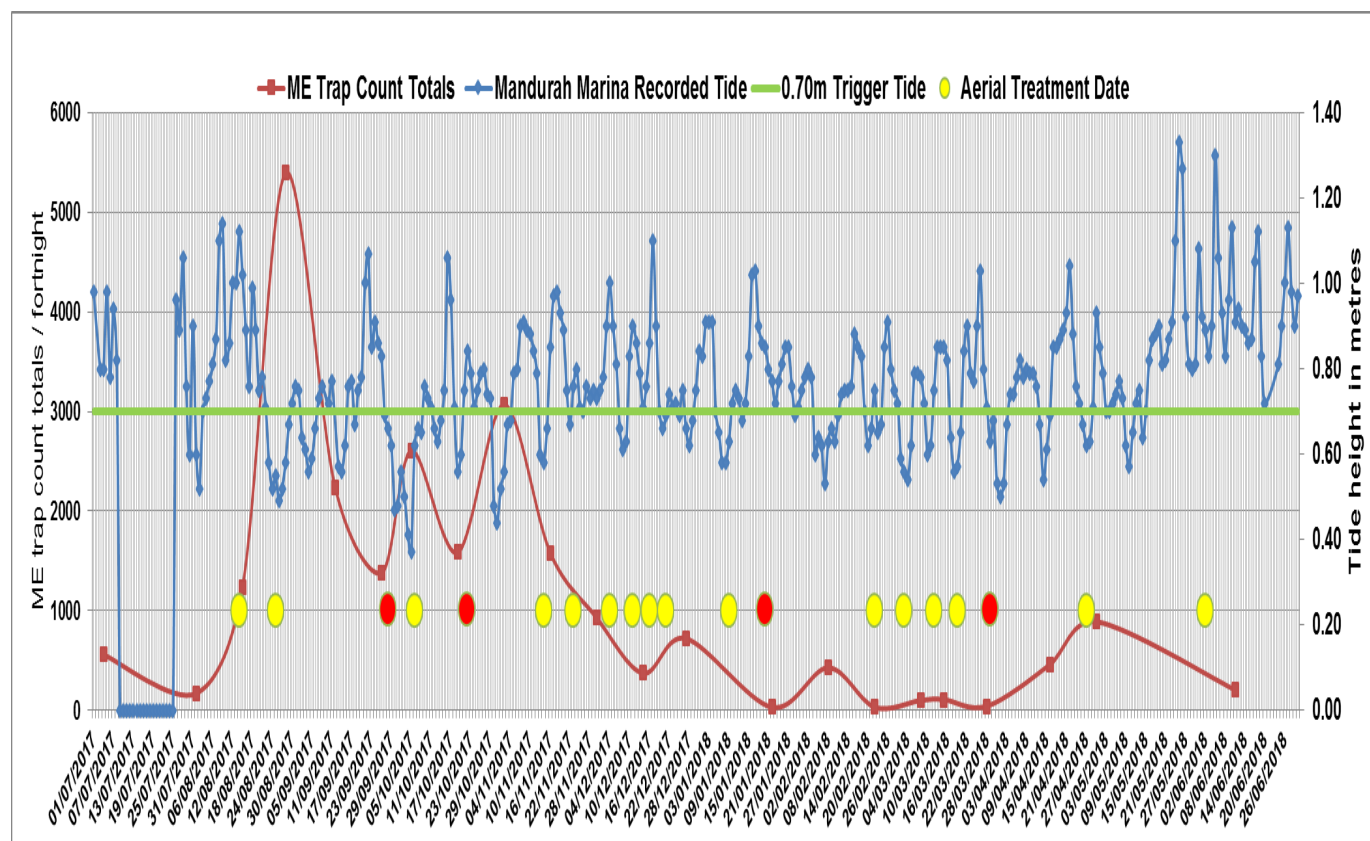


Figure 6 - Season 2017/18 summary

Virus surveillance – Ross River virus (RRV) and Barmah Forrest virus (BFV)

Mosquito Borne Virus surveillance is undertaken by the DoH Medical Entomology section with the aim of identifying arbovirus activity (viruses transmitted by mosquitoes).

Polymerase Chain Reaction (PCR) testing is utilised to isolate arbovirus from samples of mosquitoes that are trapped in the nine Peel region traps along with 12 others traps extending southwards from Harvey to Busselton. Upon detection of arboviruses, the DoH notifies local governments and issues media statements and warnings to the general public to ensure residents and travellers take precautions to avoid mosquito bites.

During season 2017/18, 14 virus isolations of RRV and 14 virus isolations of BFV were detected in the Peel region. The DoH released a media statement to the public and local authorities in December 2017 warning the public to be vigilant against mosquito bites following the detection of RRV in the south-west of Western Australia, including Perth in addition to detections of BFV. Human cases of both diseases had been reported throughout the state.

Human cases of mosquito borne disease – notifiable and laboratory reported

Mosquito borne disease surveillance is undertaken state wide by the DoH via initial patient presentation to general practitioners and subsequent blood tests that return a positive diagnosis. Notifications are then

forwarded to local government Officers to follow up case details. This information is then passed back to the DoH's Medical Entomology for data collation and analysis.

Season 2017/18 recorded slightly lower numbers of reported cases in Mandurah on previous years which is consistent across the Peel region and WA. Whilst the number of disease detections within mosquito populations was significantly higher than average this did not translate into a spike in human cases of RRV or BFV. The complex relationships between arbovirus, mosquito populations and human infection rates has yet to be fully understood in order to understand the drivers that pose the greatest risk in terms of mitigating human cases.

The 2017/18 Ross River / Barmah Forrest Virus case statistics are as follows:

- Confirmed human cases across the State – 599 RRV
- Confirmed human cases across the Peel Region – 126 RRV – 6 BFV
- Confirmed human cases across Mandurah - 54 RRV – 2 BFV

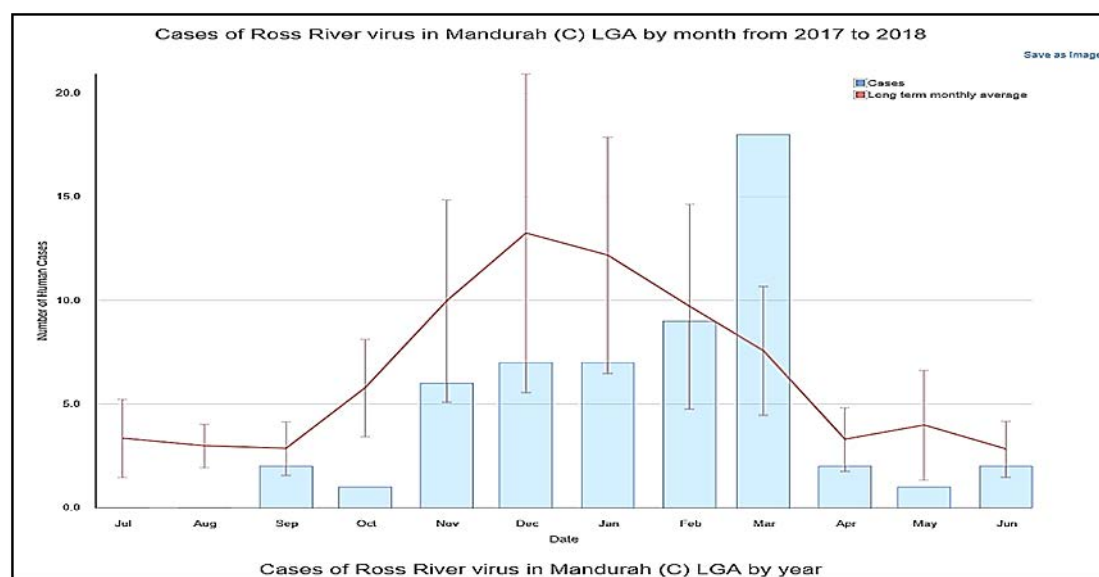


Figure 7 outlines 2017/18 monthly cases of RRV reported in Mandurah. (Sourced from DoH)

Community engagement

Despite the increased intensity of season 17/18, the number of community enquiries remained in line with season 2016/17 records even though there were two notable spikes in mosquito abundance which occurred in August and November 2017.

Of the 61 Geographic Information Systems (GIS) mapped complaints recorded, 53 were received between January 28 – February 12. The moderate rise in activity of the aggressive summer saltmarsh mosquito *Aedes vigilax* is the likely cause of an increase in nuisance activity and subsequent community concerns and impact on public amenity.

The City continued to utilise the email network database to provide subscribers with information on mosquito abundance, mosquito-borne disease and mosquito management activities. The 450+ subscribers include residents, schools, sporting clubs and community organisations. The program also utilised social media outlets such as the City's Facebook page and Twitter account to provide updates on the programs activities such as posts timed with aerial treatments and reminders about personal protection. The City continued to support the DoH - Fight the Bite campaign through the above outlets.

City officers attended and provided interactive displays and information at:

- 2017 National Tree Day
- 2017 Mandurah Community Garden Open Day

- 2017 Mandurah Children's Festival
- 2017 My Park Grooves, 5 and 26 November

Figure 8: My Park Grooves – Lakelands Quarry Park



Figure 9: National tree Day 2017 - Marlee Reserve

Outlook for season 2018/19

The outlook for the remainder of season 2018/19 is indicating a return to ENSO -neutral followed by El Niño conditions by late 2018 and into the at least the first half of 2019. Based on the experiences of past seasons when El Niño events have been active, a season of fewer tidal inundation, hatching events and intervention by the program is likely to occur.

These global events can evolve and change quickly and although they are a useful guide, our local and regional environmental conditions have an even greater influence on the program's operations and performance. It is important to note that conditions may not present as predicted which is an essential consideration when monitoring these drivers and operating an effective mosquito management program.

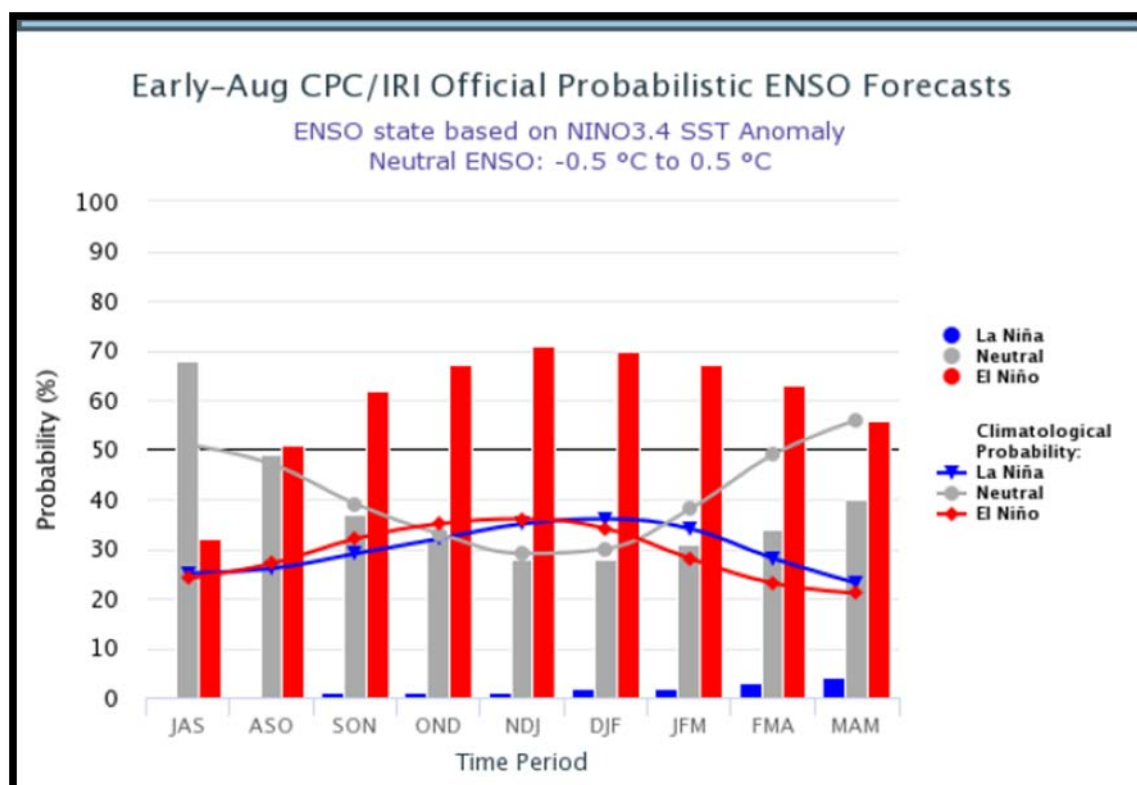


Figure 8 - ENSO probabilistic forecast issues by the Climate Prediction Centre / National Centres for Environmental Protection USA.

Consultation

Nil

Statutory Environment

Nil

Policy Implications

Nil

Economic implications

Mosquito-borne diseases such as RRV and BFV are estimated to cost approximately \$5,000 per case in medical expenses and loss of earnings. The number of cases in the City would greatly increase if there was no program in place to manage mosquito populations.

The cost on the reputation and branding of Mandurah and the Peel region is difficult to assess but the management of mosquitoes is a vital service in ensuring an acceptable amenity and environment for residents and visitors to enjoy.

The administration of the PMMG is an essential partnership to ensure the successful management of mosquitoes in the region. The group met on four occasions during the 2017/18 mosquito management season as well as attending regional meetings relating to mosquito management matters.

These meetings were attended by local government officers and elected members from each PMMG local government as well as representatives from the DoH and allow for ongoing collaboration between the PPMG to ensure the identification and implementation of improvements within the program. Examples of key discussions during 2017/18 include:

- Mosquito Borne Disease notification updates
- Mosquito abundance and disease isolation updates
- Local government reports on mosquito breeding and treatments
- Environmental conditions
- Treatment updates
- Budget reviews
- Season events and outlooks
- Public education strategies

Table 1 below outlines the PMMG larviciding operating budget with the DoH funding all costs associated with the helicopter services. This service is provided throughout the south - west of the state with the Peel region being the primary user. Without this financial assistance the PMMG would require substantial increases in budget allocation to manage the programs activities.

Further to the allocation for larvicide costs, the City of Mandurah contributed an estimated \$265,000 in labour, vehicles, equipment and resources for public education during the course of the 2017/18 season. A total of \$180,217 was allocated for the procurement of larvicides by the PMMG during season 2017/18 inclusive of carryover funds from season 2016-17.

A total of \$184,187.70 was expended resulting in no balance being carried into the 2018/19 budget calculation. The following contributions to the 2017/18 budget were made by PMMG members. The total income excludes the Shire of Waroona contribution and the value of carry over stock from 2016/17.

Agency	2017/2018 Contribution
Department of Health	\$62,791.63
City of Mandurah	\$34,284.65
Shire of Murray	\$20,595.65
Shire of Waroona	\$1,000.00*
City of Rockingham	\$7,911.75
Total Income for 2017/18	\$125,583.26
<small>*Excludes Shire of Waroona</small>	

Table 1 - Peel Mosquito Management Group Larvicide / Operations Budget - 2017/18

Strategic Implications

The following strategies from the *City of Mandurah Strategic Community Plan 2013 – 2033* are relevant to this report:

Environment:

- Protect and ensure the health of the natural environment and waterways.
- Increase scientific understanding and knowledge of the marine and estuarine environment.

Social:

- Ensure the provision of quality health services and facilities.

Conclusion

The 2017/18 season required a focused and consistent effort by the program in order to respond to the recurrent tidal inundation events and sustained hatching and development of saltmarsh mosquito cohorts.

Tidal inundations and hatching events presented frequently and had the potential for a significant increase in mosquito abundance, nuisance and disease risk. The successful application of the 20 aerial treatments during the season reduced the potential impact on the community across the Peel region.

Note: Subject to Committee's consent, The City's Senior Mosquito Management Officer will make a presentation on this item at the meeting.

RECOMMENDATION

That Council:

- 1. Receives the City of Mandurah Mosquito Management Program: 2017/18 Annual Report.**
- 2. Approves the release of these reports to the following key stakeholders:**
 - Residents of the City of Mandurah via access at Administration Centre and Library, website and media releases
 - Department of Health
 - The Minister for Health and local Parliamentary Representatives
 - Peel Mosquito Management Group member local governments
 - Peel Development Commission
 - Department of Water Environment and Regulation
 - Residents and Progress Associations
 - Mandurah Environmental Advisory Group
- 3. Notes the City's support for the Department of Health Fight the Bite Campaign.**
- 4. Acknowledges the support provided by the Department of Health in the implementation of improvements in the Peel Mosquito Management Program.**
- 5. Supports ongoing efforts to improve the aerial larviciding capacity of the mosquito management program including the ongoing provision of winter treatments.**
- 6. Acknowledges the importance of the State Government's ongoing commitment to the annual programs, and in accordance with the Dawesville Channel Environmental Review and Management Program.**

2	SUBJECT:	City Centre Waterfront – Concept Designs Adopt for Advertising and Consultation
	CONTACT OFFICER/S:	Tony Free
	AUTHOR:	Renee Barton / Ben Dreckow
	FILE NO:	F135889

Summary

In April –May 2018, the City invited the Community to be involved in shaping the vision for the City Centre Waterfront area that includes the Eastern Foreshore Reserve (from the Boardwalk Precinct to the Bridge) and the Western Foreshore Reserve, including areas to the north and south of the Bridge, under the Bridge and Hall Park, following the completion of the Eastern Foreshore seawall and Mandurah Bridge replacement.

The community were asked to tell share what they love about the foreshore spaces and identify opportunities for improvement and prioritise the areas that required change. To assist with this process, the foreshore areas were divided into zones, each with unique existing character, activities and opportunities.

The Community Vision Consultation undertaken during April to May 2018 resulted in the establishment of a Community Reference Group to provide feedback to officers in preparing concepts and plans; identified priority areas for change; and confirming a range of comment themes and ideas. In conjunction with the City Centre Waterfront, officers have established a Smart Street Working Group to identify opportunities for upgrades to infrastructure, activation and direction for Smart Street.

The community consultation and stakeholder engagement process to date has set the focus areas and direction for planning, design and on-ground works in the City Centre Waterfront from now until 2021 aligned with available funding. The concept plans have been prepared using a place based design and activation approach which has informed the infrastructure upgrade proposals. The proposals will contribute towards making Mandurah a loved destination for locals and visitors and support a vibrant and sustainable City Centre business and creative economy.

The result of the above is a clear desire for detailed planning to be prioritised and upgrades to three key areas to be progressed:

- Western Foreshore Recreation Precinct
- Eastern Foreshore North Boardwalk Precinct; and
- Eastern Foreshore South Precinct.

In addition to the foreshore reserve upgrades Smart Street has been prioritised for upgrade and is connected with the proposals for the Eastern Foreshore South Precinct.

Rather than embark on a ‘master planning’ exercise for the entire area, the feedback and advice received confirmed previous planning exercises undertaken through the Mandurah Central Revitalisation Strategy (2006) and Foreshore Focus 2020 Vision (2007) together with these priority areas. As a result, concept design has progressed over these precincts with a view to progress to detailed design and delivery of projects in line with the State Government commitment of \$10M (through the Royalties for Regions program).

It is proposed that Council endorse these concept plans for community and stakeholder consultation in order to guide further detailed design with a view that works can commence towards the end of 2019.

Disclosure of Interest

Nil

Location



Previous Relevant Documentation

- G.16/6/18 26 June 2018 Council acknowledged that any lighting design contemplated for the Eastern Foreshore should not proceed at this point in time; proposed that the future lighting design should complement an approved concept plan; endorsed the notion that lighting poles can and should be multi-functional and approved placing the unspent funding of \$220,000 from the 2017/2018 budget into the Foreshore Development Reserve account at this time.
- G.20/30/18 27 March 2018 Council acknowledged that the Smart Street Precinct Working Group had been established, the engagement of security patrols, supported the removal of the wall between Smart Street and the Woolworths car park; modification to the car parking time limits; supported the introduction of a local law modification to prohibit smoking in Smart Street and acknowledged that the Smart Street Precinct Working Group will progress the development of conceptual designs for the Smart Street Mall.
- G.34/9/16 27 September 2016 Council endorsed the establishment of an independently facilitated collaborative process involving the City and the community, with a focus on the commercial hub of the City Centre, particularly Smart Street.

Background

Previous planning and visioning for these spaces has been undertaken through the Mandurah Central Revitalisation Strategy (2006) and Foreshore Focus 2020 Vision (2007). These project areas were broader than the area currently being reviewed, with the Foreshore Focus 2020 Vision extending from Roberts Point Halls Head along western edge to the Estuary Bridge and returning along the eastern side to the former Peninsula Hotel site and the Marina. The plan was developed through a community engagement process that included community reference groups and wider community.

Since this master plan was prepared two significant infrastructure projects have been delivered:

- 2016/17: New seawall and walkways constructed along Eastern Foreshore Reserve and reserve area extended up to 20m wider and grassed;
- 2016/18: Replacement of the old 'Mandurah Bridge' with new four lane bridge with separate wide pedestrian access, fishing platforms, decorative and functional lighting and surrounding landscape treatments

Now that these projects have been completed and given the State Government has committed \$10M to provide for upgrades of the City Centre Waterfront, the framework has been set to continue upgrades in these significant public spaces.

Prior to progressing and commencing any design work, the City set out to ensure that the previous planning remained valid and to ensure that the Community's vision for the Eastern and Western Foreshore spaces was represented in the next phases of design.

During April and May 2018, the City sought the community's feedback on these foreshore spaces based on three key questions:

- What do you love about these areas?
- What would make these spaces more vibrant? and
- What is your priority for upgrade?

A range of engagement methodologies were used to collect community feedback on the vision for the City Centre Waterfront areas including:

Written / verbal responses (approx. 559 participants)

- Detailed surveys (inviting feedback on each individual zones and priority zone for change)
- Ideas boards at 'Out and about' sessions (on the foreshore, at Make Place, during youth events)
- Ideas posts on the City's on-line engagement hub Have your Say
- Facebook
- Share your thoughts newspaper advertisement in local paper
- Direct email

Illustrated responses (approx. 148 participants)

- 'Draw or tell is in your own words...' children's activity achieved through school visits, or teachers responding to requests to engage students in their classes;

Inspiration images voting (approx. 491 participants)

- 'Dot-mocracy' activity - participants asked to vote on top 5 images that represent what they would like to see in City Centre Waterfront

This resulted in approximately 969 contributors, noting however that approximately 229 participants in 'Dot-mocracy' activity also contributed to written 'Ideas boards' responses (this has been accounted for in total number of estimated contributors).

As an outcome of the Phase 1 Community Engagement, an Expression of Interest process was undertaken to form a City Centre Waterfront Community Reference Group with the aim to:

- Review the City Centre Waterfront community consultation results within the strategic economic development and tourism context;
- Take a strategic viewpoint to recommend and prioritise City Centre Waterfront infrastructure projects for the distribution of funding committed; and
- Inform the community of the project and its progress.

The following community members were selected for the Community Reference Group:

Allan Oakes;
Jennifer Stretton;
Justin Lockyer;
Ben Dougherty;
Oliver Bazzani,
Sandra Cafini;
Peter Robinson;
Esther Joy; and
Joanne Crisp.

During the Phase 1 Community Engagement, Smart Street did not work part of the original project area, however many comments were also received in regard to the Mall. In conjunction with this community engagement, the Smart Street Working Group had also been formed with a key task of officers arising from this group was to prepare some concept plans for consultation and costings.

Notably, with regard to Smart Street, in September 2016, endorsed the establishment of an independently facilitated collaborative process with the community with the focus on the commercial hub of the City Centre, particularly Smart Street. On 18 October 2017, the City hosted a community information session held in the Mandurah Seniors and Community Centre. This session was attended by approximately 70 community members. This session was independently facilitated and allowed for the collection of thoughts and concerns from the community. The session also allowed the community members to nominate to be a part of a working group.

From the community information session, the following community members were randomly selected to join the working group:

- Alison Symington – Tarvin Pty Ltd
- Rob West – Terrace Art Framers
- David Tuckey – Tuckey Property Group
- Raylene Blyth – The Fairy Dell
- Gary Godfrey – Cape Bouvard Investments
- Woolworths – One representative each meeting
- Bruce Naylor – Resident
- Valorie Jolley – Resident
- Jo Mcilvena – Cruiseabout
- Mandi Gemmell – Norma Jeans

This group provided a mix of landowners, tenants and residents, all who have an interest in Smart Street and/or to the surrounding areas.

As a result of this overlap, Smart Street Mall has been included in the Waterfront Project area.

The summary report for this Phase 1 Engagement process is accessible from

haveyoursaymandurah.com.au/city-centre-waterfront (hard copies can be provided to Elected Members on request).

Comment

In order to guide the design process, it is important to reflect and collect stories of the location, particularly with the acknowledging the traditional custodians of the site. Through the engagement process, a number of key these and story lines have been identified, with opportunities to be explored as the project is delivered as follows:

<i>Key Local themes/Story lines</i>	<i>Opportunities</i>	<i>Potential Locations</i>
<i>Mandjoogoordap – Meeting Place of the heart</i>		
Share the meaning behind the name 'Mandjoogordap' and how to say it 'Mandjoo' means (meeting place) and 'goordap' means (of the heart).	Use 'Mandjoogoordap' and dual language in Way-finding signage	Visitor Entry points, wayfinding locations
	Audio 'Welcome to Country' at Visitor entry points	Visitor Entry points - Mandjar Square, Boardwalk/visitor precinct (opp. Visitor's Centre)
	Build on the existing 'heart' frame artwork 'photo opportunity' artwork and introduce other 'heart' sculptural elements	Foreshores and City Centre
<i>Bindjareb Noongar traditional values and connections to the waterway, foreshores and region</i>		
The Waugal, creator of the waterways and waterways as a spiritual entity. Mandurah Estuary as particularly significant as the starting point of the Waugal's creation myth.	Signage - Share that the meander in the EF wall reflects movement and shape of Waugal , other artwork, built form design	Eastern Foreshore, Western Foreshore
Six Seasons – Birak, Bunuru, Djeran, Makaru, Djlbam Kambarang - Journey through spaces, travel in the footsteps of Noongar people - reflect changes in plant and animal activity and what local natural environment is doing at each stage of year	6 locations with each location representing a season. Artwork, built form detailing.	6 locations from the Winjan Camp site to Mandjar Square Yabagurt Artwork (all 6 seasons). Locations TBC - suggested 2 locations are Eastern and Western Foreshore play spaces.
The Kwilena - Dolphin and aboriginal relationship with. Dreamtime story relating to dolphin.	Signage, artwork, audio, play elements	Eastern Foreshore, Western Foreshore
Bamba– Sting-ray – significance – Mandjar Bay – half of shape of sting-ray – Dreamtime story	Built form	Western Foreshore - Sculptural skate park design that reflects form of sting-ray
Aboriginal Camp Site - Western Foreshore – South of bridge	Signage, artwork, audio	Western Foreshore - south side of bridge
<i>Cross-cultural Fishing history</i>		
Bindjareb Noongar fishing traditions and the nearby Serpentine River Fish Mungah Trap (and traditional meeting place)	Play elements	Western foreshore adventure/nature play space

<i>Key Local themes/Story lines</i>	<i>Opportunities</i>	<i>Potential Locations</i>
Historic Fish Cannery Industry (Peel Inlet Preserving works - 1870s-1940s),	Play elements, artwork	Eastern Foreshore/City Centre (Smart Street)
Mandurah as a 'Fishing Village' holiday destination and current day fishing	Providing facilities to enable fishing to continue as a activity in City Centre	New bridge fishing platforms, jetty infrastructure
<i>City Foreshores as a 'Happy Place' - Recreation and leisure</i>		
<i>Djeridjanup</i> - 'The happy Place'	Place naming, dual language	Eastern Foreshore
History of bathing sheds and former Robert Day Memorial Pool	Create a modern day swimming area/access to water on Eastern Foreshore	Eastern Foreshore
Swimming and interaction with water	Provide more access to water eg. ramps, stepped access etc.	Eastern Foreshore
	Maintain soft-beach access on Western Foreshore	Western Foreshore
Picnics, gathering and socialising	Provide a range of quality, accessible public facilities including bbqs, picnic table settings, shelters, play spaces, recreation facilities, pedestrian access etc.	Eastern and Western Foreshore
<i>Unique Estuary Environment</i>		
Unique environment - where salt water meets freshwater	Signage, artwork, play space elements. Dual-language	
Promote the significance of nearby 'Peel-Yalgorup' Ramsar Listed wetland - site of International Importance - a unique water ecosystem that supports tens of thousands of waterbirds including large numbers of migratory birds (Science and research)	Signage, artwork, play space elements	
Educate on the biological diversity and inter-connectedness of the estuary eco-system and the diverse organisms it supports from the lesser-known macro-invertebrates in the estuary sediment to the higher level acclaimed Blue Manna Crabs and Dolphins. (Science and research).	Signage, artwork, play space elements, built form design detailing. Dual-language	Eastern and Western Foreshore
Highlight the Swamp She-oak - Koolyanga, Tuarts and other local tree and flora species endemic to Mandurah Estuary Foreshores.	Use local native species in new plantings. Use botanical details/patterning of nuts, foliage, flowers etc. in built form design detailing. Dual-language	Eastern and Western Foreshore

Having established the themes and stories, establishing a place based focus for the precincts identifies the key outcomes for the design. Together with the delivery of infrastructure will also require place management to ensure that the vision can be fulfilled. The vision and mission are confirmation of previous strategic plans, and will extend into the broader City Centre precinct:

City Centre Vision

A memorable, sociable City Centre that people love to use day and night

Mission

To build a sustainable City Centre business and creative economy that adds vibrancy to the City Centre experience.

Focus Areas

1. *Iconic City Centre Identity;*
2. *Linger Longer – Day;*
3. *Linger Longer - Evening; and*
4. *Grow Business investment in the City Centre;*

Western Foreshore Recreation Precinct - Place Focus

- Create a destination waterfront recreation space;
- Drive visitation through investment in unique 'wow' infrastructure, activities and events;
- Provide facilities and activities that specifically cater for teenagers and young adults;
- Celebrate local heritage and the unique character of the foreshore and estuary waterway; and
- Provide an inclusive, safe, quality user experience.

Eastern Foreshore South Precinct - Place Focus

- Create an iconic, memorable waterfront attraction in the location of the former Robert Day Memorial Pool Historic Site;
- Connect the Waterfront to the City Centre;
- Celebrate local heritage and the unique character of the foreshore and estuary waterway;
- Protect and enhance the existing established and significant trees;
- Create a flexible ever-changing activity space using the water, foreshore and street; and
- Provide an inclusive, fun, safe, quality user experience day and night.

Eastern North Boardwalk Precinct - Place Focus

- Create a 'Welcome to Mandurah' first impression experience for visitors;
- Celebrate unique local character of Mandurah/Mandjoogoordap (Meeting Place of the heart);
- Connect Boardwalk Precinct with the Foreshore with legible pedestrian connections and view corridors; and
- Build on existing 'boardwalk' character and enhance waterfront dining and alfresco experience.

Smart Street Precinct - Place Focus

- Create a defined 'Smart Street Precinct';
- Provide an inclusive, fun, safe, quality user experience day and night;
- Create adaptable spaces and activity nodes within precinct and an interesting 'journey' between spaces; and
- Connect the Waterfront to Smart Street and the City Centre with legible pedestrian access and view corridors;

Arising from the above, concept plans for the priority upgrade areas have been prepared, however importantly they have been prepared to ensure continuity in continuing the design and implementation phase for additional precinct, particularly the mid-section of the Eastern Foreshore and the 'commercial' opportunities areas on the Western Foreshore. The site context plans also identify the streets surrounding

for pedestrians, cyclists and vehicles to also set the framework for prioritising entry points and movement of people.

Western Foreshore

At the present time, the existing character, activities and facilities is as follows:

- 200m of gradual sandy beach access to water from bridge to Kings Carnival (whereas the Eastern Foreshore is predominantly hard edge seawall)
- Limited recreation amenity and facilities to attract visitors. BBQS, picnic shelters and small playground removed for bridge construction. Existing toilets, BBQ and bench seating are tired and outdated;
- Skate Park is well utilised but requires upgrading or replacement;
- Mature local species Casuarina (She-oak) trees along foreshore provide natural amenity and shade;
- Enclosed swimming area (50m x 50m) with floating pontoons (not universally accessible); and
- New bridge is high quality architectural design and provides amenity (shelter under, fishing platforms, views) and pedestrian connectivity with City Centre.

Water edge and over water infrastructure planning to create a destination space is a priority for the Western Foreshore, and as a result, indicative footprints and ideas have been identified on the *Site Context, Place Planning and Infrastructure Focus Plan* (Refer **Attachment 2**).

Existing Commercial Leases (King's Carnival and 'Kayaks for U') on Western Foreshore expire 2021. Planning for future mixed-use lease areas and development options for the Western Foreshore will be undertaken to facilitate the development of this area and provide enhanced public and commercial attractions for example; cultural attractions, leisure amusements and activities, food/drink/retail outlets. The extent and footprint of land based and over-water development and activities will be determined to facilitate an expressions of interest process for this opportunity. Future Foreshore developments will incorporate high quality architectural design that takes advantage of waterfront location, public toilet facilities, public pedestrian access, spaces and view corridors to water between built form. As a result, concept design will be progressed for this space during 2019.

In addition, further site planning considerations include:

- Water based activities/facilities including upgrade/replacement of existing enclosed swimming area (make universally accessible and add additional water based recreation amenity)
- Options for providing commercial/public boat access and mooring
- Cycle/pedestrian shared path linking from Bridge/Western Foreshore shared path network to Halls Head Beach
- Potential installation of a flexible hard-stand area or stage/shelter to the edge of the open grass area/ event space.

Notwithstanding these requirements to further plan these elements, as a result of the priorities listed by the community and the Community Reference Group, concept design has been progressed for the Recreation Precinct with a number of key infrastructure proposals:

1. Foreshore shared path (replace the existing with an increased setback from water's edge and to include foreshore protection treatments;
2. A 'Destination' Play Space (and adjacent picnic / BBQ facilities) inclusive of fenced and unfenced play areas for multiple aged groups;

3. Cafe/ Kiosk Opportunity ('Pop-up' Sea Container Style or Designated Trading Permit location);
4. New Accessible Toilet Facilities;
5. Destination Skate and Recreation Space;
6. Additional Parking Areas - with drop-off / pick-up and bus bays; and
7. Circuit Shared Use Path network which aids in defining event spaces and as a semi-active fitness and bike track around the edges. Controlled vehicle access would be allowed for servicing and emergency access.

To accommodate the above, the existing toilets, Mandurah Volunteer Fire Rescue Training Track and Skate Park are removed, and in the case of toilets and skate facility are replaced.

Attachment 3 provides for the Concept Plan to demonstrate how these elements complement each other in more detail, with the aim to be 'destination' level facilities that are an attractor in their own right and provide an anchor to recreation activity in and around the City Centre, by providing international competition standard skate; adventure climbing play space; sport and fitness (1/2 court basketball) framed with path and access points to provide definition to the various aged based spaces.

These concepts have been developed based on the feedback received during the engagement process undertaken and will be further refined based on consultation and the detailed design process, which will include appointment of suitable expertise, particularly in regard to skate facilities. The complete design package report further outlines the design principles, considerations and key features of the various elements.

Eastern Foreshore South

At the present time, the existing character, activities and facilities is as follows:

- Mandurah Terrace is one way to vehicles and land-use is predominantly cafes and eateries with some commercial and retail outlets;
- Street parking and small off-street carpark;
- Mature heritage trees (Fig trees, Norfolks and Casuarinas) significantly contribute to character of precinct and provide valuable shade and amenity;
- Used as an events space - paving/grass used for stage area for large events;
- Grass areas, natural shade and seating;
- Public art/ sculptures interpret local history and themes;
- Start of straight, central foreshore promenade with established tree canopy creating enclosure;
- Public jetties with boat access and permits for pop-up commercial activity for example jet- boarding, jet-ski hire, cruises;
- Small sand beach area;
- Historic Site - former location of Robert Day Memorial Pool; and
- Views to the Bridge and across to King Carnival Ferris Wheel, War Memorial and Stingray Point fig tree.

A key issue with the site is the connection between Mandurah Terrace / Smart Street and the foreshore is the vehicle parking and raised walls and planter beds and the north-south pedestrian and cyclist access on the western side of Mandurah Terrace. In addition as a key event space, particularly for CrabFest is the need to import infrastructure to support events (i.e. lack of plug and play facilities).

At a site context level (Refer **Attachment 4**), opportunities for increase pop up activations and events and water based trading activity have been identified, including a 'place pod' as a flexible, Interactive, multi-purpose space usable by community and small business to showcase creative economy in the City Centre and potentially a water based pod for a ticket type booth for water trading activities. Improvements to the north south pedestrian connectivity from the Mandurah Bridge to the foreshore and from Smart Street are critical to the movement network (including accessibility to parking).

In more detail however (Refer **Attachment 5**), the proposal for the site is to create an Iconic Waterfront feature in the form of a circular estuary pool in the location of the Robert Day Memorial Pool which is a key historic site in Mandurah. Being circular in shape provides for a feature that is unique to the region and embraces the previous use of the site and will become a significant focal point for the City Centre and includes the following design features:

- Existing sea-wall is already curved and provides the form for the circular jetty feature to be built from;
- Curved jetty/platform structure will be a floating structure designed to sit on water and move vertically with tide and water levels. The floating structure will be joined to fixed platform (supported over existing sea wall) on-shore with a gangway;
- Pilings will be required to provide stability to the floating platform;
- Width of the decking/platform to be 4-5m wide providing a generous area for walking around, viewing waterway and sitting on the edges;
- Access into/out of the enclosed swimming area provided from shore by steps/terracing and accessible ramp. Ladders placed in the internal ring edge of the enclosed swimming area will also provide access to and from water in the deeper areas;
- The floating platform will have kerb/kick rails and consideration will be given to provision of hand rails;
- Decorative and functional lighting will be designed for night time use and effect; and
- The structure will be designed to function as a day time swimming area with the capacity to transform into a night time performance and event space

The Estuary pool is designed to complement the adjoining 'The Net' Gathering Place which requires the following design considerations:

- Modify parking and remove raised walls/planting beds blocking pedestrian and visual connection between Smart Street and Foreshore. Opening up this area will require designing and installing measures to protect against risk of 'Hostile Vehicles' and managing service and event vehicle access;
- Protect and improve conditions for significant heritage trees through increased mulch areas, edge barriers and permeable paving. In addition to low timber fencing creating access exclusion zones, decking with integrated seats can be used to define and protect trees whilst providing seating in shade. An Arboriculturalist will be engaged to provide specialist advice regarding all works proposed with the Tree Protection Zones (TPZs) of the trees within the project area;
- Provide new functional and feature lighting to provide required levels of lighting for public safety, add vibrancy and invite night time use. Pole lighting infrastructure within the gathering space will use multi-function poles enabling integration of power outlets, future Smart City and 'Internet of things' devices as well as ability to suspend catenary/cable or festoon lighting, decorations, signs, banners etc. Pole lighting on the water edge will be a more streamlined, minimal design so as not to dominate or detract from the waterfront vista. A sculptural Catenary lighting structure is proposed over Mandurah Terrace creating a threshold between Smart Street and the Foreshore;

- Provide a layout and infrastructure conducive to hosting a range of events - small to large scale. Additional single and three phase power outlets can be installed in multi-function light poles and stand-alone bollards;
- Water can also be provided in conjunction with power in stand-alone bollards at appropriate locations;
- The Area is prone to flooding. Existing site levels need to be raised and central paved area made more provide an even ground for event infrastructure;
- Existing public art sculptures not impacted by the proposed works are to be retained and if required restored. Where required due to layout and site level changes, public artwork may need to be relocated, renovated or decommissioned in accordance with the City's Public Art Policy. New opportunities for 2-D commissioned visual artworks and written narratives to be used in built elements including surface design and detailing and signage will be identified.
- New paving will have a surface treatment design to reflect the character of the area with a flowing net design around a focal 'crab pot' motif in the centre of the paved space. The paving surface treatment design and colours will flow across Mandurah Terrace and into Smart Street connecting these spaces. All paving areas will be designed with a trafficable specification suitable for event activity;
- Infrastructure that is out-dated, in poor-condition or does not meet current standards including existing paving, lighting, and seating is to be removed; and
- New general public space infrastructure will be installed to support use and management including (but not limited to) lighting, seating, way-finding and signage, shade/shelter, rubbish bins, removable bollards for vehicle control, drinking fountains, bike racks.

The plan also includes a proposal to remove up to 14 (out of 21) car parking bays on the western side of Mandurah Terrace from angle bays to parallel bays to accommodate significant improvements to the north-south pedestrian and cyclist movements and reduce the area of paving around the significant trees.

Maintaining existing parking space whilst trying to create space for improved pedestrian connections, access and experience is challenging. Amendments to parking in Precinct requires identifying alternative parking options in City Centre within close proximity to activity nodes. This component of the plan is consistent with the City Centre Parking Strategy with regard to embracing an urban form for the City Centre based on walking, cycling and slower vehicle speeds, however, in order to implement will require upgrades to the accessibility to existing parking which equates to approximately 350 on street and on site bays within a 2.5 to 3 minute walk to the site and adjoining restaurants. The walking experience, signage, lighting and accessibility require improvements to ensure that the removal of 14 bays is seamless to contribute to an improved City Centre.

Eastern Foreshore North

Key proposals in and around the Eastern Foreshore North Boardwalk Precinct is to provide an improved visitor and first impression experience for tourists, given the visitors centre and tourist bus stops and to improve the connectivity in regard to access and treatments from the eastern foreshore and Mandjar Square.

As a result the key infrastructure proposals include:

- Focal activity node - grass area, small stage, shade canopy over, perforated screen to carpark/bin store together with way-finding / signage totems - welcome information/maps, dual language, audio 'Welcome to Country' in the courtyard of the visitors centre;
- Increased alfresco areas - defined by garden beds (seasonal native wildflower planting), with integrated seating and feature lighting in and around the existing businesses;

- Widened pedestrian paths and upgrades to 'Dome' frontage and access. Opportunity for 'Alfresco' area; Drop-off/pick-up and service vehicle bay, with the carpark reconfigured with access off Cooper Street roundabout; and wider pedestrian paved areas to connect the Boardwalk and Foreshore;
- Potential location for 'Photo Opportunity' Artwork location with view to water/Stingray Point Fig tree. City to work with businesses to enhance building facades and spaces between buildings.
- Public Alfresco area with range of various sized table and chair settings with bike parking at the northern end of the Eastern Foreshore;
- Stepped/terraced access to water with planting and existing ramp access to water to be upgraded.

Additional opportunities include further planning for future boardwalk/jetty infrastructure to be undertaken to provide improvements to the commercial operators berths and facilities; public boat and watercraft access and berths; alfresco dining opportunities and pedestrian access and amenity.

Smart Street Mall

In conjunction with the Smart Street Working Group, concepts were prepared to improve the appearance and presentation of Smart Street with a view that activation and programming of people based activity is the key to the space being successful. However it is recognised that the infrastructure is dated and the arrangement of linear lines of planters, trees, lighting and the like requires improvement. It is noted that with any design and concept, that emergency access is to be maintained.

The Working Group established early in discussions that any design should not accommodate any vehicle movements, or, if necessary to fulfil existing access arrangements for Lot 300 Mandurah Terrace (No 14-21 – Santoy Acrade building) can remain until such time as redevelopment of the site.

In dialogue with a number of key landowners that adjoin Smart Street, requests to consider vehicle movement along the length of the street have been made to ensure that street frontage is maximised for existing retail outlets, notably on the north side of the street.

Arising from the above, four options have been prepared for Smart Street:

- **Option A Pedestrian Mall with Vehicle Access from existing carpark at Lot 300 (Refer **Attachment 7**)**
The key feature of this option is the creation of a number of nodes of activity along the street through seating nodes; small stage/deck space with lighting features and grass and play space at the eastern (Sholl Street) end together with catenary lighting / entry features at either end together with upgraded paving to complement the Eastern Foreshore South Precinct concept. Upgrades to the pedestrian access from Barracks Lane and in the carpark of Lot 300 are also included together with looking at opportunities to improve the rear of buildings along the Barracks Lane elevation. This option is the preferred option of the vast majority of the Working Group.
- **Option B Pedestrian Mall with Not Access from existing carpark at Lot 300 (Refer **Attachment 8**)**
This Option is largely consistent with Option A however the existing vehicle access at the western end is removed and replaced with a continuation of the paving treatments.
- **Option C Street Open to One Way Vehicle Traffic (Refer **Attachment 9**)**
This Option reintroduces movement of vehicles to the street in a one way from Sholl Street to Mandurah Terrace in a meandering shared space (ie flat kerbs, slow speed environment).

Due to space and change in level restrictions approximately 4 on street car parking bays are included. As a result of accommodating vehicles, outdoor dining or retail space is restricted and level of landscaping and play spaces are reduced. The pedestrian crossing at Sholl Street requires relocation to accommodate the vehicle movements.

- **Option D Street Open to One Way Vehicle Traffic**
This Option is consistent with Option C however with vehicle movements in a straight / linear movement and removal of the 'activation zone' in the mid-section of the street. Whilst prepared for discussion with the Working Group, this option has been dismissed by officers and is not being further progressed.

The debate of vehicle versus pedestrian movements for Smart Street has been ongoing for some time and as a result, little to no investment has been made on improving the infrastructure (with the exception of lighting) over this period. The key to the success of pedestrian malls is people and malls of this nature are primarily successful in large capital cities, and in regional cities have traditionally been a challenging place.

In 2010, Premier Retail Marketing prepared a 'Retail Growth Action Plan' for the City Centre. From a retail and marketing perspective, this plan provided the following observations regarding Smart Street:

"Pedestrian malls like Smart Street Mall were designed to attract pedestrians and create vitality in a town or City centre; however in many cases the opposite is true. Often the lack of pedestrians makes visitors feel unsafe and shops facing the Mall are not exposed to any passing traffic so they relocate to strip centres or shopping centres.

History shows that Central Business Districts and clusters of street retailers would be attracted to the busiest intersections and along the busiest roads. The traffic management reaction to vibrant and exciting retail areas in a Town Centre is often to block vehicle access to the main street and to create pedestrian only areas. In Cities with a large concentration of commuters, City workers, students and thousands of City residents' pedestrian Malls can be successful.

A good example is the successful Third Street Promenade in the US which attracts over 10 million tourists per year in addition to locals with very high household incomes. In Australia Murray Street Mall Perth, Rundle Mall Adelaide, Queen Street Mall Brisbane and Bourke Street Mall are fairly successful because of their very high pedestrian counts.

In cities and towns with smaller populations like Mandurah - Penrith, Geelong and Christchurch NZ the pedestrian Malls were returned to one way or two way traffic to inject some more life back into the street. In Christchurch, the Council installed a one way traffic lane with tram tracks for future use by the tourist tram.

Often European pedestrian areas, lanes, piazzas and cobbled streets are used as examples of successful retail areas. The key difference between Europe and Australia revolves around the success of enclosed shopping centres and their popularity in Australia. Shopping centres have been allowed to set up in the suburban areas outside of the City centre and they have been extremely popular. Mandurah Forum is an example of a very successful well managed centre.

A minor design change would make a significant difference to the success of businesses in the Smart Street Mall and also allow flexibility for events and flow through traffic. Removable bollards should be installed at each end of the Mall to allow a single lane of cars through, and installed for very busy weekends when tourists come to town or when a special event is held on the Foreshore.

Design recommendations for Smart Street Mall:

- (1) Relocate the light poles to the sides of the current Mall*
- (2) Create a one way lane through the Mall from Sholl Street to Mandurah Terrace*
- (3) Install high quality bollards along the Mall signifying the traffic lane*
- (4) Install removable bollards at the Sholl Street entrance and Mandurah Terrace entrance*
- (5) Allow traffic through the Mall from Sholl to Mandurah Terrace at quieter times i.e. Monday to Friday, Saturdays and Sundays in the winter months.*
- (6) Block traffic during peak times and during major events.*

Please note full consultation will be required by Council with the community before any significant changes can be made to existing infrastructure in Smart Street Mall."

There will be merit in either option (vehicles / no vehicles) and debate in the community will provide an opportunity for focus to be provided on the space, and in some case generate ownership of space. As a result, it is recommended that all three options be subject to community consultation to allow the community to provide this feedback and debate, notwithstanding the vast majority of the Working Group prefer no vehicles within the Mall.

Eastern Foreshore Lighting

Since the completion of the seawall and associated path adjoining, comments and submissions have been received regarding the lack of lighting in this space.

In June 2017, Council sought to progress with upgrades to lighting to Mandurah Terrace and the Eastern Foreshore seawall. Since this time, a lighting audit has been conducted for Mandurah Terrace which determined there is only minor adjustments that need to be made to achieve a satisfactory lighting standard. As these involve the fig trees in Mandurah Terrace, it was determined to not proceed with this project component as street lighting enhancements including pole design should be considered in conjunction with the Eastern Foreshore redevelopment design to ensure compatibility with the overall design concept for the area.

It was also proposed to light the path adjacent to the eastern foreshore water edge. Subsequent detail design and investigation of the site requirements provided opportunities to review pole design/type to embrace multi-function and 'Smart city' enhancements. Through site analysis, research, consultation and detailed design the lighting project evolved to provide capacity for future event power provision and integration of future 'Smart City' and 'Internet of things' devices. The Eastern Foreshore lighting needs to be designed to provide pedestrians and cyclists with a well-lit comfortable environment at night. In addition to meeting functional lighting requirements the aesthetics and placement of the poles need to be considered to minimise the visual obstruction of built elements on the water edge and to complement other lighting across the foreshore itself.

In June 2018, Council acknowledged that any lighting design contemplated for the Eastern Foreshore should not proceed until further progress had been made on the concept plan for the foreshore.

Whilst undertaking concept design for the northern and eastern precincts, officers have identified an appropriate slimline lighting option that compliments the concept designs for the two precincts and does not detract from the open nature of the foreshore along the water's edge in the central part of the Eastern Foreshore as indicatively shown:



The key difference in the slimline design is that along the foreshore that will not be multi-functional; with event power provisions poles to be integrated within the activity nodes at either end of the foreshore based on the current design concepts.

The complete design provides for 20 poles in total approximately 25 metres apart. 15 poles are proposed within the original budget allocated, with poles at the southern end to be installed at time of construction of the Eastern Foreshore South upgrade. Given that in June 2018 \$220,000 from the 2017/2018 budget was placed into the Foreshore Development Reserve, installation of these lighting poles can progress with the funding in place.

Consultation

The preparation of the Concept Plans has been an iterative process commenced with the Phase 1 Engagement process, and since this time, has involved various groups and stakeholders having input whilst the plan have been prepared:

- City Centre Waterfront Community Reference Group;
- Smart Street Working Group;
- Mandurah Terrace businesses;
- Officers at the Peel Development Commission;
- Local Aboriginal representative;

Should Council accept the plan for advertising purposes, broader community consultation will take place, primarily through the contacts made through the Phase 1 Engagement, direct letters or emails to City Centre and surrounding landowners (inclusive of landowners surrounding the Western Foreshore), government agencies, online and social media posts with the Have Your Say website to be primary source of communication and point of collecting information.

The primary purpose of the consultation will be to seeking confirmation that the concepts are in alignment with the feedback received to date. With regard to Smart Street, consultation will be undertaken to ascertain the community, landowner and business feedback on the reintroduction of vehicles to Smart Street and evaluate the options prepared for the space.

Dialogue with business to date has confirmed that ease of identification and accessibility to parking is essential given the proposal to reduce a number of parking bays along Mandurah Terrace.

Statutory Environment

Statutory approvals for water based infrastructure under the Aboriginal Heritage Act 1972 will be required due to waterway being a registered site; research underway to confirm other approvals required. It is recommended that notwithstanding the proposal to advertise the plans for community feedback, that processes to achieve the statutory approvals commence as a matter of priority given the timeframes associated with the funding commitments.

Policy Implications

The Concept Plans will also require further work, detail and analysis on various elements that involve and include Council policies that cover the following matters:

- Public Art (Installation, Decommissioning and Moving Existing);
- Ensuring that events layouts can be accommodated;
- Revised trading permit guidelines to accommodate water based activity and/or land based activity to support proposals on the Western Foreshore;
- Public Parking Management (Signage, Accessibility, Lighting)
- Crime Prevention through Environmental Design which also include Hostile Vehicle mitigation;
- Accessibility and Universal Design.

Risk Implications

Delivery of the works associated with the Concept Plans are significant and will shape the future of the City Centre for a significant period. Details project plans will be required to manage timeframes and funding

arrangements, engagement of consultants with require Risk Management Plans to be prepared and detailed.

Economic Implications

Capital expenditure

Cost estimates, on an “order of magnitude” basis have been prepared for the different aspects of this proposal. It should be noted that these are based on concept plans and more detailed costings, including where relevant, whole of life costs, will be produced as detailed planning progresses:

	\$ million	\$ million
Western Foreshore Recreation ¹	8.20	
Container/pop up kiosk	.08	8.30
Eastern Foreshore South		
Land-based upgrades	1.875	
Over-water infrastructure	2.875	
2-3 pods Eastern Foreshore	.012	4.87
Eastern Foreshore Boardwalk north		1.35
Smart Street Mall		2.50
Order of Magnitude total		17.02

Note 1 : Estimates exclude foreshore management works

The following two points should also be noted:

- Estimates do not cover consultancy fees for detailed design, certifications and statutory approvals for which a separate budget provision will be made.
- Funding for the Eastern foreshore lighting is available in the 2018/19 budget.

Capital funding

Capital funding is currently identified as:

- The City has a commitment of \$10 million from the State Government through the Royalties for Regions programme for the City Centre Waterfront Project. Officers have been in regular dialogue with the Peel Development Commission and are ensuring that the plans prepared are consistent with the funding requirements. One of the requirements is that a business plan be prepared and this is in progress. Having undertaken community consultation and concept designs there are now opportunities to seek Federal grant funding.
- The City’s financial commitment to the project has been provisionally established as \$5 million. Some works such as projects associated with the Smart Street Mall and Eastern Foreshore Boardwalk may be able to be carried out as part of the City’s annual works programme. However, the details of this will be clearer following detailed financial planning over the life of the project.

The Eastern Foreshore Lighting is costed at \$240,000 and funds area available in the Foreshore Development reserve fund to commence installation.

Strategic Implications

The following objectives from the *City of Mandurah Strategic Community Plan 2017 – 2037* are relevant to this report:

Environment:

- Protect and ensure the health of our natural environment and waterways.
- Encourage and enable our community to take ownership of our natural assets, and to adopt behaviours that assist in achieving our environmental targets.
- Factor climate change predictions into land-use planning, building design and future council decisions.

Social:

- Help build our community's confidence in Mandurah as a safe and secure city.
- Provide a range of social, recreational, entertainment and learning experiences for our residents and visitors.

Economic:

- Develop a strong and sustainable tourism industry.

Infrastructure:

- Advocate for and facilitate the provision of infrastructure that matches the demands of a growing population.
- Advocate for and facilitate the provision of an integrated movement network.

Identity:

- Encourage active community participation and engagement.
- Embrace Mandurah's identity as a multicultural community.
- Promote Mandurah's identity as a unique regional city, based on its waterways, history and future vision.
- Become known as a city and destination for events, arts, heritage and culture.

Organisational Excellence:

- Demonstrate regional leadership and advocacy.
- Listen to and engage with our community.
- Ensure the City has the capacity and capability to deliver appropriate services and facilities.

Conclusion

In April –May 2018 the City invited the Community to be involved in shaping the vision for the City Centre Waterfront area includes the Eastern Foreshore Reserve (from the Boardwalk Precinct to the Bridge) and the Western Foreshore Reserves, including foreshore areas to the north and south of the Bridge, under the Bridge and Hall Park following the completion of the Eastern Foreshore seawall and Mandurah Bridge replacement.

As a result, concept plans have been prepared using a place based design and activation approach which has informed the infrastructure upgrade proposals for four key areas:

- Western Foreshore Recreation Precinct
- Eastern Foreshore North Boardwalk Precinct;
- Eastern Foreshore South Precinct;
- Smart Street.

It is proposed that Council endorse these concept plans for community and stakeholder consultation in order to guide further detailed design with a view that works can commence towards the end of 2019 and in the case of Smart Street, seek comments on options presented including the re-introduction of vehicle movements. In addition to the above, Council's approval to progress with the Eastern Foreshore lighting is sought.

NOTE:

- Refer **Attachment 1** **City Centre Waterfront Project 2018-21 Upgrade Focus Areas**
Attachment 2 **Western Foreshore Site Context, Place Planning and Infrastructure**
Attachment 3 **Western Foreshore Recreation Precinct Concept Plan**
Attachment 4 **Eastern Foreshore South – Context, Place Planning and Infrastructure**
Attachment 5 **Eastern Foreshore South – Iconic Waterfront Concept Plan**
Attachment 6 **Eastern Foreshore North – Concept Plan**
Attachment 7 **Smart Street Landscape and Streetscape Concept – Option A**
Attachment 8 **Smart Street Landscape and Streetscape Concept – Option B**
Attachment 9 **Smart Street Landscape and Streetscape Concept – Option C**

Phase 1 Community Vision Consultation Report is accessible via:

www.haveyoursaymandurah.com.au/city-centre-waterfront

The Design Concept Packages for each Precinct will be made available to Elected Members in an electronic format at time of distribution of the Agenda (Printed copies will be made available on request)

Subject to Committee's consent, officers will make a presentation on this item at the meeting.

RECOMMENDATION

That Council:

1. **Adopts proposed the following Concept Plans for the Mandurah City Centre Waterfront Precincts for advertising purpose to seek confirmation that the plans developed are consistent with the Community Engagement undertaken in April – June 2018:**
 - 1.1 **Western Foreshore Recreation – LAN360-CO-01/A & LAN358-CO-02/A (dated September 2018)**
 - 1.2 **Eastern Foreshore Iconic Waterfront – LAND358-CO-01/A & LAN358-CO-01/A (dated August 2018)**
 - 1.3 **Eastern Foreshore North Boardwalk Precinct – LAN360-CO-01/A (dated September 2018)**
2. **Adopts three options for the Landscape and Streetscape Upgrade of Smart Street seeking comments from the community on the re-introduction of vehicle movements based on the following plans:**
 - 2.1 **Option A (Limited Vehicle Access – LAN356-CO-01/A (dated September 2018)**
 - 2.2 **Option B (No Vehicle Access – LAN356-CO-02/A (dated September 2018)**
 - 2.3 **Option A (Full Vehicle Access – LAN356-CO-03/A (dated September 2018)**
3. **Progresses with the implementation of the Eastern Foreshore lighting installation on the basis of design concepts that provide for 15 slimline light poles with a separation of a distance of approximately 25 metres and that lighting within the Eastern Foreshore South (Iconic Waterfront Precinct) is included within the construction of this project area ;**
4. **Notes that during the period of community consultation for the above projects, that officers will commence process of seeking relevant statutory approvals and completion of the Business Case required under the Funding Agreement from the State Government.**

PROJECT SUMMARY

THE CITY CENTRE WATERFRONT PROJECT - 2018-21 UPGRADE FOCUS AREAS

Previous planning and visioning for the City Centre Waterfront has been done through the Mandurah Foreshore Focus 2020 Master Plan prepared in 2007. The project area was broader than the City Centre, extending from Roberts Point, Halls Head along western edge to the Estuary traffic bridge and returning along the eastern side to the former Peninsula Hotel site and the Marina. The plan was developed through a community engagement process that included community reference groups and wider community.

Since the Mandurah Foreshore Focus 2020 was prepared two significant infrastructure projects have been implemented in the City Centre Waterfront area:

- 2016/17: New seawall and walkways constructed along Eastern Foreshore Reserve and reserve area extended up to 20m wider and grassed.
- 2016-18: Replacement of the old 'Mandurah Bridge' with new four lane bridge with separate wide pedestrian access, fishing platforms, decorative and functional lighting and surrounding landscape treatments.

With the completion of these significant projects, the framework was set to continue upgrades in these significant public spaces and update the Community's vision for the Eastern and Western Foreshore spaces.

In April –May, 2018 the City invited the Community to be involved in shaping the vision for the City Centre Waterfront area including the Eastern Foreshore Reserve (from the Boardwalk Precinct to the Bridge) and the Western Foreshore Reserves, including foreshore areas to the north and south of the Bridge, under the Bridge and Hall Park.

The Community were asked to share what they love about the foreshore spaces, identify opportunities for improvements and prioritise the areas that most require change. A detailed vision report summarising the findings of this process is available via the City Centre Waterfront project 'Have your Say' page <https://www.haveyoursaymandurah.com.au/city-centre-waterfront>. Through this process a Community Reference Group was also established. The group's purpose was to Review the community consultation results within the Strategic Economic Development and Tourist Context AND to recommend and prioritise City Centre Waterfront infrastructure projects for the distribution of funding committed via Department of Primary Industries and Regional Development.

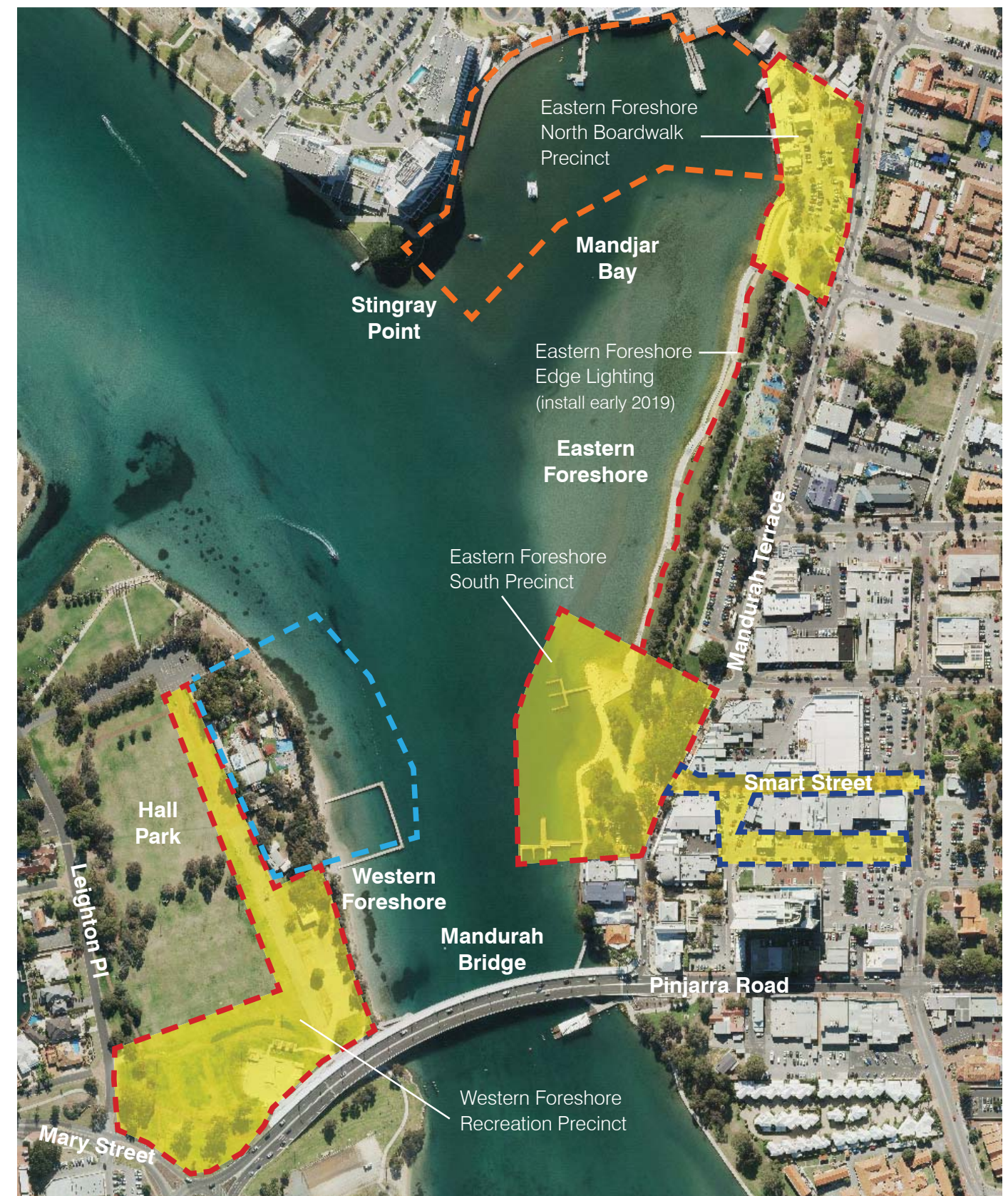
The community consultation and stakeholder engagement process to date has set the focus areas and direction for planning, design and on-ground works in the City Centre Waterfront from now until 2021 aligned with available funding. The concept plans have been prepared using a place based design and activation approach which has informed the infrastructure upgrade proposals. The proposals will contribute towards making Mandurah a loved destination for locals and visitors with a vibrant and sustainable City Centre business and creative economy.

The result of the above is a clear desire for detailed planning to be prioritised and upgrades to three key areas to be progressed:

- Western Foreshore Recreation Precinct
- Eastern Foreshore North Boardwalk Precinct;
- Eastern Foreshore South Precinct;

In addition to the foreshore reserve upgrades Smart Street has been prioritised for upgrade and is connected with the proposals for the Eastern Foreshore South Precinct.

Rather than embark on a 'master planning' exercise for the entire waterfront area, the feedback and advice received confirmed previous planning exercises undertaken through the Mandurah Central Revitalisation Strategy (2006) and Foreshore Focus 2020 Vision (2007) together with these priority areas. As a result, concept design has progressed over these precincts with a view to progress to detailed design and delivery of projects in line with the State Government commitment of \$10M (through the Royalties for Regions program).



- N
- CITY CENTRE WATERFRONT UPGRADE AREAS 2018-21
 - CITY CENTRE SMART STREET UPGRADE AREA 2018-21
 - WESTERN FORESHORE WATERFRONT AND COMMERCIAL LEASE AREA
Planning over this site will be progressed to facilitate the development of this area to provide enhanced public and commercial attractions
 - MANDJAR BAY PLANNING
Planning over this site will be progressed to facilitate the provision of additional boardwalk and jetty infrastructure to support water-based tourism activities and public boat access and parking

LEGEND

Mixed-use Cultural / Commercial /
Public Recreation Space Planning

Existing Commercial Leases expire 2021

Future opportunities and locations for mixed use Cultural/
Commercial Developments to be explored including;

- Land based and over-water development and activities
- Cultural/ Arts/ Heritage attractions
- Leisure Amusements and Activities
- Food/ Drink /Retail outlets

Future Foreshore developments to incorporate;

- High quality architectural design that takes advantage of waterfront location
- Public toilet facilities
- Public pedestrian access and spaces
- View corridors to water between built form

Water Edge and Over-water Infrastructure Planning

- Foreshore edge treatments to maintain natural beach edge and protect against erosion and inundation
- Water based activities/facilities including upgrades to existing enclosed swimming area, pontoons, slides
- Opportunities to develop over water including commercial/public boat access and mooring

Temporary/‘Pop-up’ Activation Opportunities

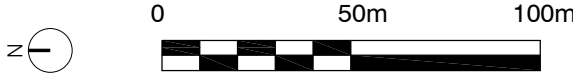
- Events/ Activities/ Amusements
- Food trucks/ Markets
- Community and Charity events
- Sport and Recreation events
- Performances/ Concerts

Water-based Activity Trading Opportunities

Potential locations for water-based activities and equipment hire

2019-2021 Main Land Infrastructure Proposals

1. Foreshore shared path (replace existing, minimum 15m set-back from waters edge) with foreshore protection treatments
2. Destination Play Space (and adjacent picnic / BBQ facilities)
3. Cafe/ Kiosk Opportunity (‘Pop-up’ Sea Container Style)
4. Accessible Toilet Facilities
5. Destination Skate and Recreation Space
6. Additional Parking Areas - with drop-off / pick-up and bus bays
7. Circuit shared use path (controlled vehicle access only)



DRAFT CITY CENTRE WATERFRONT - WESTERN FORESHORE

LAN0360-CO-01/A - Site Context, Place Planning and Infrastructure Focus 1:2000 (A3 SCALE)

WESTERN FORESHORE RECREATION PRECINCT

LEGEND

1. Open Grass Area

- Flexible event and activity space
- Retain existing Disc Golf and provide additional sport fixtures e.g. AFL, soccer/football goals and fitness equipment

2. Shared Circuit Path

- 3.5m wide asphalt, kerbed shared path provides shared pedestrian/cyclist use and controlled service vehicle access

3. Enclosed Play Space

- Fully fenced/ enclosed with gated entries/exits
- Proposed equipment - double cable-way, variety of swings, climbing elements, slides, nature play, and sand/water-play equipment
- Advanced tree planting and built shade canopies
- Shelters with tables/seating and BBQs

4. Adventure Climbing Play Space

- Colony of 5-10m high rope/net climbing towers and viewing platforms/ cubbies with slides
- Climbing totems re-using salvaged Old Bridge timber pillions
- Advanced tree planting

5. Foreshore Area

- Path setback from water's edge (minimum 15m, existing path removed)
- Existing sandy beach area and She-oaks retained, grass areas enhanced
- Foreshore protected against erosion and sea-level rise

6. Shaded Gathering Space

- Shelters with tables/seating and BBQs
- Space and power/water provision for pop-up facility e.g. Container cafe/kiosk

7. Toilets

- Existing toilets removed (from proposed playground area) and new toilet facilities built in new location with proximity to fishing platforms, play space and recreation facilities

8. Skate Space

- Existing skate park removed
- Sculptural *Bamba* (Stingray) form skate/bmx/scooter element. Wing forms half-pipe, provides shade and separates skill levels and plaza skate area

9. Skate Bowl

- International competition standard skate bowl with adjacent seating/viewing and 'hangout' areas
- Positioned to enable overhead viewing from Bridge pedestrian platform

10. Sport and Fitness

- Basketball court or other sports/fitness equipment
- Adjacent seating and hang-out space with shade shelters

11. Parking

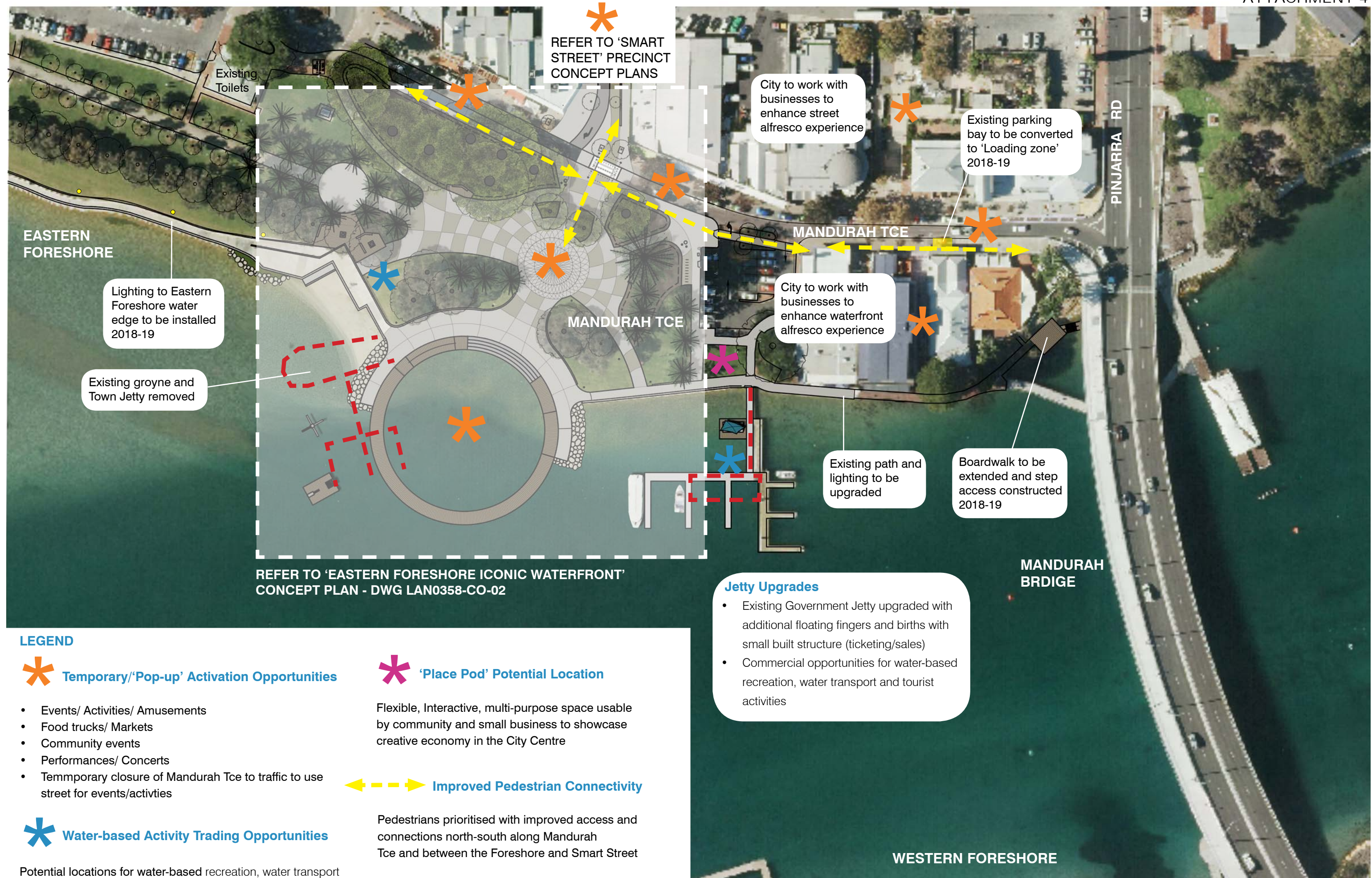
- New parking area with pick-up/drop-off and bus bays

12. Flexible Open Grass Space

- Flexible event and activity space
- Future lease area opportunity for mixed use cultural/commercial development



DRAFT CITY CENTRE WATERFRONT - WESTERN FORESHORE - RECREATION PRECINCT



DRAFT CITY CENTRE WATERFRONT - EASTERN FORESHORE SOUTH PRECINCT - ICONIC WATERFRONT

LAN0358-CO-01/A - Eastern Foreshore South Precinct - Site context , Place Planning and Infrastructure Focus



Key Proposals

1. Estuary Pool

- Iconic, circular enclosed swimming area in location of the Robert Day Memorial Pool historic site
- Floating structure, stepped and ramped access to water and 5m wide platform for walking around, sitting and viewing
- Day-time swimming and water fun. Night time event and performances.

2. Water Fun Activities

- Floating pontoons with jumping platform and multiple slides

3. Beach Area

- Existing sandy beach area extended with modification to existing groyne
- Ramp access to beach added adjacent to existing wall

4. Decked Area

- Decked area in shade of existing trees with integrated seating

5. 'The Net' Gathering Space

- Flexible paved space with adjacent grass area programmable for a range of events and activities
- Surrounded lights to be mounted on multi-function poles with power outlets

6. Significant Trees Protection

- Existing Significant Norfolks and Fig Trees protected in generous mulch areas with low perimeter fencing

7. Parking modifications and Pedestrian access

- Parking bays removed and angle parking changed to parallel bays to provide better pedestrian access and connection north/south along Mandurah Tce and reduced paving around significant trees

8. Welcome/Way-finding Totems

- Sculptural signage elements at key entry points to space providing welcome information, way-finding/directional information and mapping.
- Opportunity to incorporate Dual language and audio 'Welcome to Country'

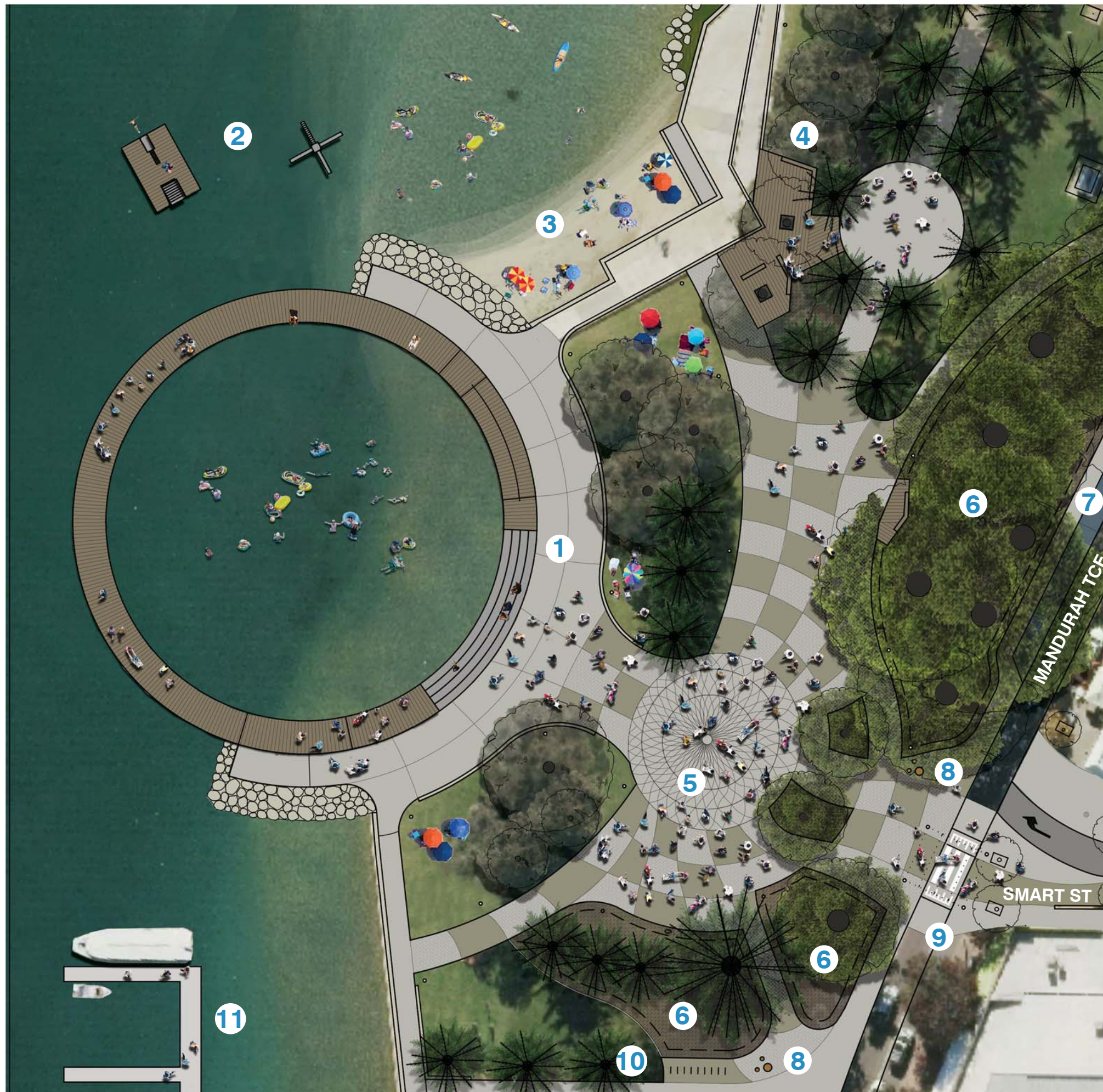
9. City Centre Connection

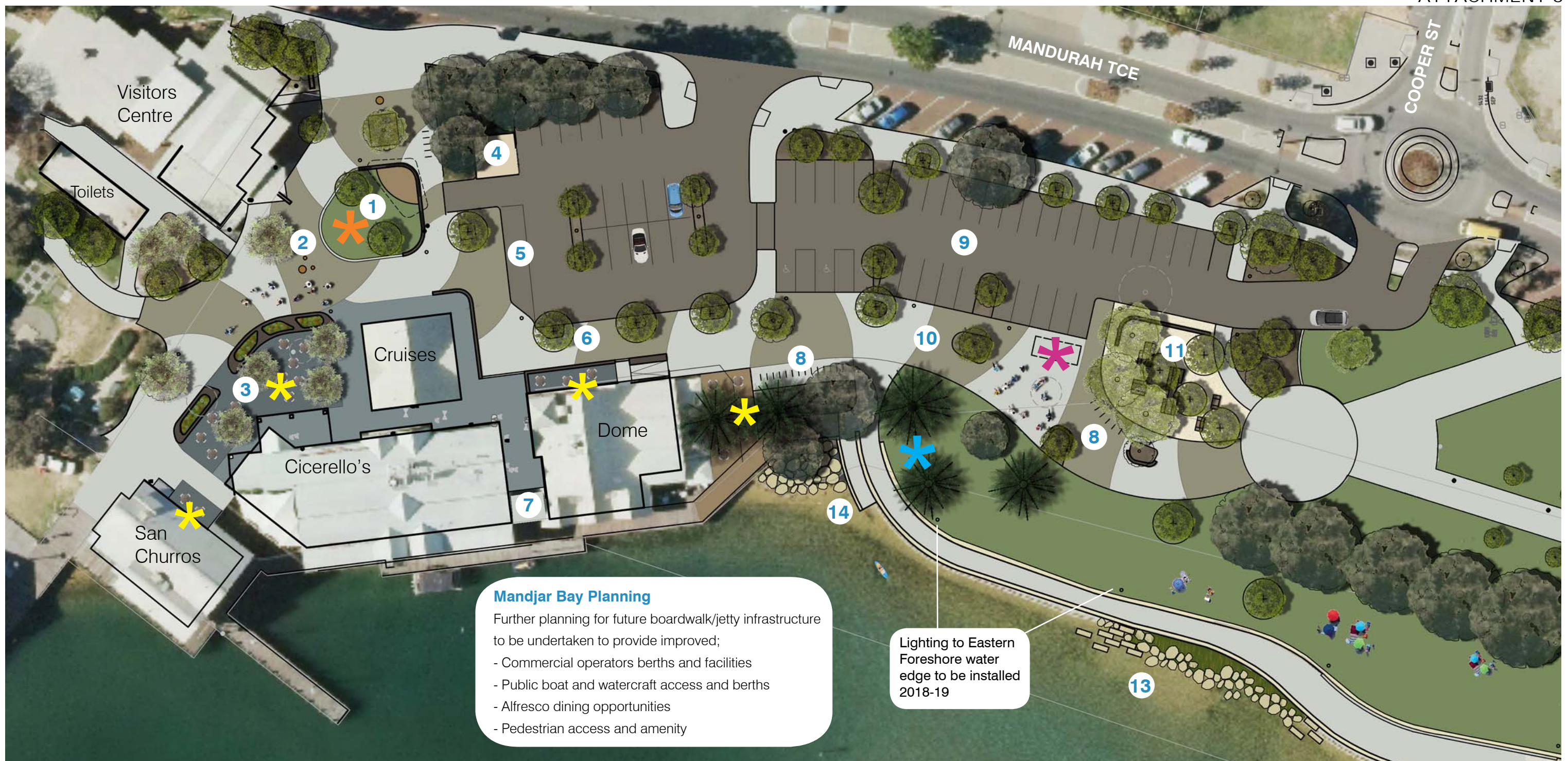
- Remove physical barriers and parking and improve pedestrian access and flow between foreshore and Smart Street
- Introduce new paving treatments and feature overhead catenary lighting / sculptural element

10. Bike parking

11. Jetty Upgrades

- Existing Government Jetty upgraded with additional floating fingers and births with small built structure (ticketing/sales)
- Commercial opportunities for water-based recreation, water transport and tourist activities





Key Land Infrastructure Proposals

1. Focal activity node - grass area, small stage, shade canopy over, perforated screen to carpark/bin store
2. Way-finding / signage totems - Welcome information/maps, dual language, audio 'Welcome to Country'
3. Increased alfresco areas - defined by garden beds (seasonal native wildflower planting), with integrated seating and feature lighting
4. Existing bin store upgraded
5. Drop-off/pick-up and service vehicle bay
6. Widened pedestrian paths and upgrades to 'Dome' frontage and access. Opportunity for 'Alfresco' area.

7. Potential location for 'Photo Opportunity' Artwork location with view to water/Stingray Point Fig tree. City to work with businesses to enhance building facades and spaces between buildings.
8. Bike and Stand-up Paddle Board (SUP) Parking
9. Carpark reconfigured with access off Cooper Street roundabout
10. Wide pedestrian paved areas connect Boardwalk and Foreshore
11. Public Alfresco area with range of various sized table and chair settings
13. Stepped/terraced access to water with planting
14. Existing ramp access to water to be upgraded



Temporary/'Pop-up' Activation Opportunities
Small Events/ Activities/ Busking



Water-based Activity Trading Opportunities
passive water based activity / temporary set-up (no fixed infrastructure)
e.g. Stand Up Paddle Board (SUP) hire



'Place Pod' Potential Location
Flexible, Interactive, multi-purpose space usable by community and small business to showcase creative economy in the City Centre



Opportunity to Increase Alfresco Dining Areas

DRAFT CITY CENTRE WATERFRONT - EASTERN FORESHORE NORTH BOARDWALK PRECINCT

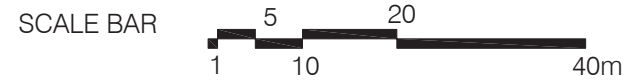
LAN0360-CO-01/A CONCEPT PLAN

REFER TO DWG LAN0359-CO-02
EASTERN FORESHORE SOUTH PRECINCT CONCEPT



Brick planter removed and pathways established to allow visual and pedestrian connection between the foreshore and Smart Street

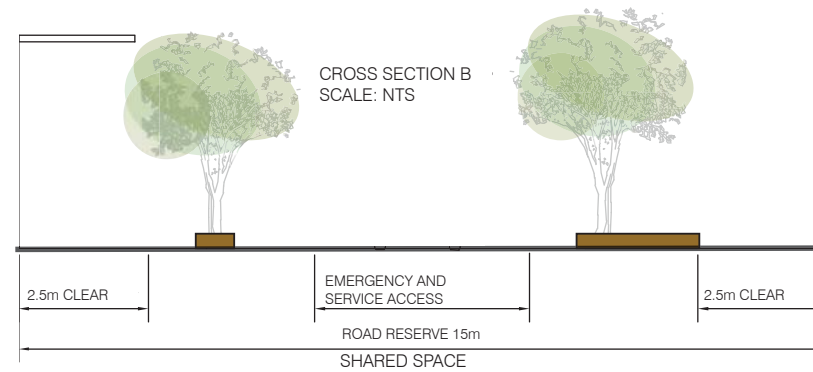
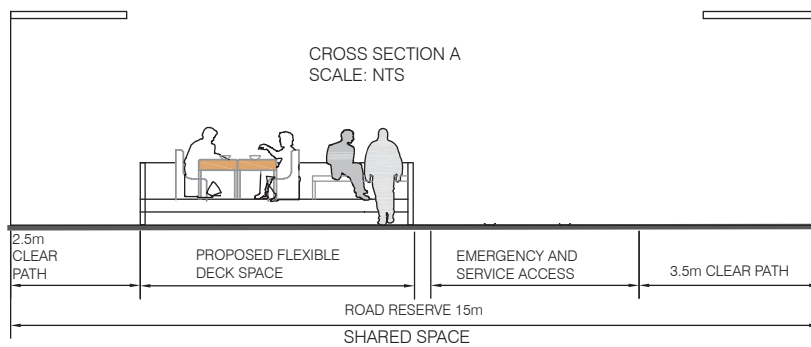
One-way vehicle access to Mandurah Terrace



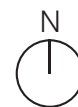
LEGEND

- 1** Activation zone - Seating node
- 2** Activation zone - Stage / deck flexible space with catenary lighting over
- 3** Activation zone - Grass and play zone with tables
- 4m wide emergency and service access
- Opportunity for murals
- Painted path - denoting pedestrian access
- City to work with property owners and businesses to encourage enhancement of 'back of house' areas and private property access

- Indicative shelter locations
- Indicative lighting
- Way-finding signage
- Catenary lighting over relocated crosswalk
- Existing trees in proposed concrete and timber planters
- Proposed trees
- Proposed trees in pots



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SMART STREET PRECINCT - LANDSCAPE AND STREETSCAPE CONCEPT - OPTION A

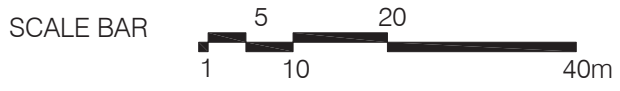
LAN0356 -1819-CO - 1/A 27-09-2018 FOR DISCUSSION - PEDESTRIAN MALL WITH VEHICLE ACCESS FROM CARPARK ONLY (CURRENT SITUATION)

REFER TO DWG LAN0359-CO-02
EASTERN FORESHORE SOUTH PRECINCT CONCEPT



Brick planter removed and pathways established to allow visual and pedestrian connection between the foreshore and Smart Street

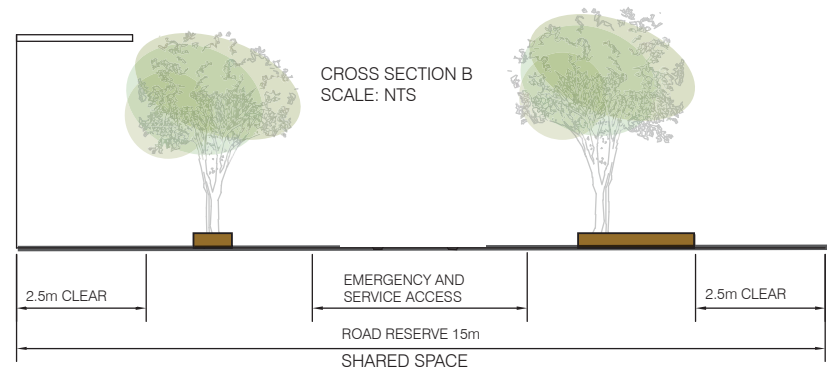
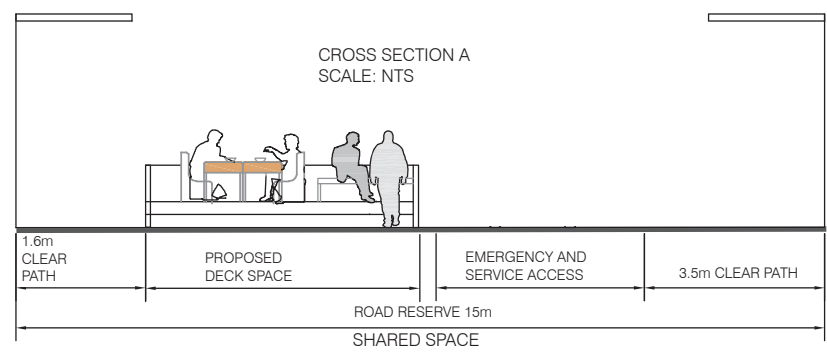
Emergency vehicle access to Mandurah Terrace - no carpark access to Smart Street



LEGEND

- 1** Activation zone - Seating node
- 2** Activation zone - Stage / deck flexible space with catenary lighting over
- 3** Activation zone - Grass and play zone with tables
- 4m wide emergency and service access
- Opportunity for murals
- Painted path - denoting pedestrian access
- City to work with property owners and businesses to encourage enhancement of 'back of house' areas

- Indicative shelter locations
- Indicative lighting
- Way-finding signage
- Catenary lighting over relocated crosswalk
- Existing trees in proposed concrete and timber planters
- Proposed trees
- Proposed trees in pots



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SMART STREET PRECINCT - LANDSCAPE AND STREETScape CONCEPT - OPTION B

LAN0356 -1819-C0-2/A 27-09-2018 FOR DISCUSSION - PEDESTRIAN MALL

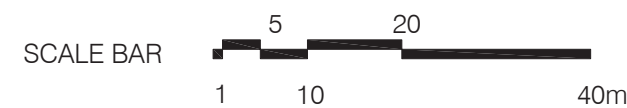


REFER TO DWG LAN0359-CO-02
EASTERN FORESHORE SOUTH PRECINCT CONCEPT



Brick planter removed and pathways established to allow visual and pedestrian connection between the foreshore and Smart Street

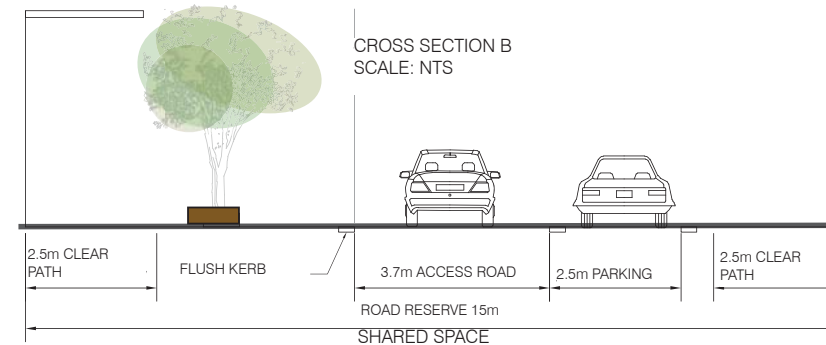
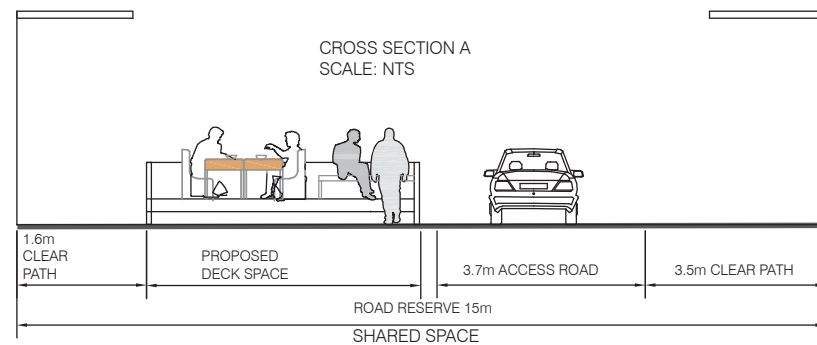
One-way vehicle access to Mandurah Terrace



LEGEND

- 1** Activation zone - Seating node
- 2** Activation zone - Stage / deck flexible space with catenary lighting over
- Opportunity for murals
- Painted path - denoting pedestrian access
- Indicative lighting
- City to work with property owners and businesses to encourage enhancement of 'back of house' areas and private property access

- Way-finding signage
- Catenary lighting over relocated crosswalk
- Existing trees in proposed concrete and timber planters
- Proposed trees
- Proposed trees in pots



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SMART STREET PRECINCT - LANDSCAPE AND STREETSCAPE CONCEPT - OPTION C

LAN0356 -1819-C0-3/A 27-09-2018 FOR DISCUSSION - STREET OPEN TO ONE WAY VEHICLE TRAFFIC

3	SUBJECT:	Tender T10-2018 Weed Control Environmental Bushland and Conservation Areas
	CONTACT OFFICER/S:	Matthew Hall / Natasha Pulford
	AUTHOR:	Colin Price / Erin Johnson
	FILE NO:	F0000170743

Summary

The management of weeds forms an important part of the City of Mandurah's maintenance program for bushland and conservation areas. The weed management program, including the supply and application of herbicides, is important for a number of reasons and in particular, environmental sustainability.

The City of Mandurah invited tenders for the Weed Control - Environmental Bushland and Conservation Areas and as a result of the evaluation of tendered submissions, Council is requested to accept Martins Environmental Services Pty Ltd as the preferred tenderer.

Disclosure of Interest

Nil.

Previous Relevant Documentation

- G13/11/16 8 November 2016 That Council awards Martins Environmental Services the contract under Tender T11-2016 for Weed Control – Environmental Bushland and Conservation Areas, commencing on council award and expiring on 13 September 2018, at the schedule of rates offered with CPI increases at each twelve month contract anniversary date.

Background

The current contract for Weed Control – Environmental Bushland and Conservation Areas was awarded to Martins Environmental Services Pty Ltd for a period of 22 months, and extended for a short period, and is due to expire on 5 November 2018.

The tender for the Weed Control Environmental Bushland and Conservation Areas was advertised in the 15 September 2018 edition of the 'West Australian' newspaper, the 16 September 2018 edition of the 'Mandurah Mail' newspaper and displayed on notice boards at the Administration Centre and the relevant Libraries.

The tender sought the provision of the required services, for a period of two years with one option to extend for a further two years subject to satisfactory performance and at the sole discretion of the City.

The required services include the supply and application of herbicides including organic herbicides and GPS weed mapping and monitoring, manual weed removal, pruning, mulching, litter collection, miscellaneous bushland/swale rehabilitation works and reserve maintenance, and hazard reporting.

The contracted out weed control services focus on larger scale and specialised weed control works and supplements the City's in-house maintenance program.

Comment

The tender closed at 2:00pm on 23 August 2018. In accordance with Regulation 18(1) no tenders were received after the closing deadline. Submissions were received from the following:

1.	Natural Area Holdings Pty Ltd	Whiteman
2.	Martins Environmental Service Pty Ltd	Harvey
3.	Bunyip Contracting Pty Ltd	Kalamunda

The submission from Bunyip Contracting Pty Ltd was set aside from evaluation as their pricing schedule was not submitted.

The following weighted criteria was used to assess and rank each tender submission:

Safety Records	20%
Skills and Experience	20%
Resources and Availability	20%
Price	40%

To ensure that pricing did not influence the assessment of the qualitative criteria, the pricing was not provided to the evaluation panel until the assessment of the qualitative criteria was completed.

An evaluation panel, comprising of officers from the Operations Services and Cityparks, individually assessed each tender against the weighted qualitative criteria submitted by each tenderer.

On completion of the assessment of the qualitative criteria, prices submitted were entered into the Evaluation Matrix as shown in the **Confidential Attachment** where a final analysis taking into account competitiveness and combined qualitative and price ranking was conducted in order to determine the tender which represented best overall value for money for the City.

As a result, the tendered submission from Martins Environmental Services Pty Ltd was considered to be the most advantageous tender and is therefore recommended as the preferred tenderer.

A member of the City's Governance and Tenders section coordinated and observed the tender evaluation process and is satisfied that the probity and procedural aspects relating to the evaluation were compliant.

Consultation

Martins Environmental Services Pty Ltd has delivered services under the contract for a number of years to a satisfactory standard.

On award of the Tender, all tenderers will be offered the opportunity to attend debriefs to be advised of the strengths and weaknesses of their submissions. Tenderers are also offered the opportunity to provide feedback to improve the way the City manages procurement processes.

Statutory Environment

Part 4 of the *Local Government (Functions & General) Regulations 1996*.

Policy Implications

Policy POL-CPM 02 – *Purchasing of Goods or Services*.

Policy POL-CPM 01 – *“Buy Local” Regional Price Preference*.

Risk Implications

The most significant risk to the City relates to the use of potentially harmful chemicals which is managed through systems that the City has in place around the use of herbicides, including strict adherence to the instructions for safety and use provided on the label as registered by the Australian Government, and also through other weed management strategies, to maintain environmental sustainability, which were endorsed by Council in 2016. Further, the preferred tenderer has completed the works under the contract with no issues identified.

Environmental risks are also managed within bushland and conservation areas through the use of organic herbicides and manual removal where needed.

Further information on the safe use of pesticides and associated registered products is available from the Australian Government, Australian Pesticides and Veterinary Medicines Authority website at www.apvma.gov.au

Economic Implications

The total cost of the services for the previous three years was \$602,084 with an average annual cost of \$200,695 per annum incurred. For this tender, based on previous application and the preferred tenderers pricing schedule, it is estimated the total cost of the services will equate to approximately \$669,000.

The contract has a schedule of rates which is fixed for the first year, with an entitlement to adjust for CPI at each twelve month contract anniversary date. Provision has been made in the current financial budget for the goods and services.

Strategic Implications

The following strategy from the *City of Mandurah Strategic Community Plan 2017 – 2037* is relevant to this report:

Organisational Excellence:

- Deliver excellent governance and financial management.

Conclusion

Tenders for Weed Control – Environmental Bushland and Conservation Areas were recently invited. Two tenders were assessed against both qualitative criteria and price. As a result of the evaluation, the submission from Martins Environmental Services Pty Ltd represented overall best value for money and is recommended as the preferred tenderer.

NOTE:

- Refer ***Confidential Attachment***.

RECOMMENDATION

That Council accepts Martins Environmental Services Pty Ltd as the preferred tenderer for Tender T10-2018 for the Weed Control Supply and Application of Herbicides.

4	SUBJECT:	Tender T11-2018 Weed Control Supply and Application of Herbicides
	CONTACT OFFICER/S:	Matthew Hall / Natasha Pulford
	AUTHOR:	Colin Price / Erin Johnson
	FILE NO:	F0000170746

Summary

The management of weeds forms an important part of the City of Mandurah's maintenance program for parks and public spaces. The weed management program, including the supply and application of herbicides is important for a number of reasons including safety, cost efficiency, environmental sustainability, visual amenity, and the activation of public spaces.

The City of Mandurah invited tenders for the Weed Control Supply and Application of Herbicides and as a result of the evaluation of tendered submissions, Council is requested to accept Website Weed & Pest WA Pty Ltd as the preferred tenderer.

Disclosure of Interest

Nil.

Previous Relevant Documentation

- G.48/2/12 14/02/2012 Subject: Petition – Weed Spraying Techniques.
Chemical weed control and maintenance practices and review of non-chemical control options.
- G.43/8/13 27/08/2013 That Council awards Website Weed and Pest WA Pty Ltd the contract for all three separable portions under Tender T09-2013 for Weed Control – Supply and Application of Herbicides for a period of three (3) years with the option to extend for a further two (2) years subject to satisfactory performance, commencing from 14 September 2013 at the schedule of rates offered.
- G.24/5/16 10/05/2016 Elected member requested further report on the use of Glyphosate chemical weed control.

Background

The current contract for Weed Control Supply and Application of Herbicides awarded to Website Weed and Pest WA Pty Ltd is due to expire on 5 November 2018.

The tender for the Weed Control Supply and Application of Herbicides was advertised in the 28 July 2018 edition of the 'West Australian' newspaper and displayed on notice boards at the Administration Centre and the relevant Libraries.

The tender sought to provide the required services for a period of two years with one option for an extension for two years. The tender was separated into two portions.

The required services include supply and application of herbicides, insecticides and fungicides in turf, road reserves, firebreaks and garden beds.

The contracted out weed control services focus on larger scale and specialised weed control works and supplements the City's in-house maintenance program.

Comment

The tender closed at 2:00pm on Thursday 16 September 2018. In accordance with Regulation 18(1) no tenders were received after the closing deadline. Submissions were received from the following:

1.	Website Weed & Pest WA Pty Ltd	Wellard
2.	Turf Master Facility Management	Morley
3.	Sprayking WA Pty Ltd	Forrestdale
4.	L.L.S. Aust. Pty Ltd. t/a Lochness Landscape Services	Rockingham

The following weighted criteria was used to assess and rank each tender submission:

Contracting - Skills and Experience	15%
Key Personnel - Skills and Experience	10%
Tenderers Resources - Capacity	15%
Demonstrate Understanding	10%
Price	50%

To ensure that pricing did not influence the assessment of the qualitative criteria, the pricing was not provided to the evaluation panel until the assessment of the qualitative criteria was completed.

An evaluation panel, comprising of officers from the Operations Services and Cityparks teams individually assessed each tender against the weighted qualitative criteria submitted by each tenderer.

On completion of the assessment of the qualitative criteria, prices submitted were entered into the Evaluation Matrix as shown in the **Confidential Attachment** where a final analysis taking into account competitiveness and combined qualitative and price ranking was conducted in order to determine the tender which represented best overall value for money for the City.

As a result, the tendered submission from Website Weed & Pest WA Pty Ltd was considered to be the most advantageous tender and is therefore recommended as the preferred tenderer.

A member of the City's Governance and Tenders section coordinated and observed the tender evaluation process and is satisfied that the probity and procedural aspects relating to the evaluation were compliant.

Consultation

Website Weed & Pest WA Pty Ltd has delivered services under the contract for a number of years to a satisfactory standard.

On award of the Tender, all tenderers will be offered the opportunity to attend debriefs to be advised of the strengths and weaknesses of their submissions. Tenderers are also offered the opportunity to provide feedback to improve the way the City manages procurement processes.

Statutory Environment

Part 4 of the *Local Government (Functions & General) Regulations 1996*.

Policy Implications

Policy POL-CPM 02 – *Purchasing of Goods or Services*.

Policy POL-CPM 01 – *"Buy Local" Regional Price Preference*.

Risk Implications

The most significant risk to the City relates to the use of potentially harmful chemicals which is managed through the systems that the City has in place around the use of herbicides, including strict adherence to the instructions for safety and use provided on the label as registered by the Australian Government, and also through other weed management strategies, to maintain environmental sustainability, which were endorsed by Council in 2016. Further, the preferred tenderer has completed the works under the contract with no issues identified.

Further information on the safe use of pesticides and associated registered products is available from the Australian Government, Australian Pesticides and Veterinary Medicines Authority website at www.apvma.gov.au

Economic Implications

The total cost of the services for the previous three years was \$584,245 with an annual average annual cost of \$194,748 per annum. For this tender, based on previous annual application and the preferred tenderers pricing schedule, it is estimated that the total cost of the services will equate to approximately \$446,000.

It is noted that the pricing of the preferred tender is comparable to the pricing under the previous contract and the difference in estimated expenditure is, in part, related to weed control in natural bushland and conservation areas being removed from this contract and now forming part of a specialised contract on these services.

The contract has a schedule of rates which is fixed for the first year, with an entitlement to adjust for CPI at each twelve month contract anniversary date. Provision has been made in the current financial budget for the goods and services.

Strategic Implications

The following strategy from the *City of Mandurah Strategic Community Plan 2017 – 2037* is relevant to this report:

Organisational Excellence:

- Deliver excellent governance and financial management.

Conclusion

Tenders for the Weed Control Supply and Application of Herbicides were recently invited. Four tenders were received and assessed against both qualitative criteria and price. As a result of the evaluation, the submission from Website Weed & Pest WA Pty Ltd represented overall best value for money and is recommended as the preferred tenderer.

NOTE:

- Refer ***Confidential Attachment***.

RECOMMENDATION

That Council accepts Website Weed & Pest WA Pty Ltd as the preferred tenderer for Tender T11-2018 for the Weed Control Supply and Application of Herbicides.

5	SUBJECT:	Tender T14-2018 Mandurah Foreshore Boardwalk Remediation - Stage 3
	CONTACT OFFICER/S:	Simon Hudson / Natasha Pulford
	AUTHOR:	Derek Lynch / Erin Johnson
	FILE NO:	F0000174321

Summary

The Mandurah Foreshore Boardwalk provides the pedestrian link between the Eastern Foreshore and Mandjar Square and access to local businesses. The boardwalk is an important and highly trafficked public access way that has been in place since the mid 1990's and is in need of remedial works to remain functional. The works have been separated into three stages with the second stage currently under construction.

The City of Mandurah invited tenders for the third and final stage, Mandurah Foreshore Boardwalk Remediation - Stage 3, and as a result of the evaluation of tendered submissions, Council is requested to accept Mandurah Jetty Construction as the preferred tenderer.

Disclosure of Interest

Nil.

Previous Relevant Documentation

- G.22/2/18 27 February 2018 That Council accepts Mandurah Jetty Construction as the preferred tenderer for Tender T24-2017 for the Mandurah Foreshore Boardwalk Remediation Stage 2.
- G.42/5/17 23 May 2017 That Council awards Engineered Water Solutions Pty Ltd the contract under Tender T08- 2017 for the Mandurah Foreshore Boardwalk Remediation Stage 1 at the alternative price of \$339,462.52.

Background

The remediation works are part of the City's asset renewal programme. The sequencing and programming of the works was separated into stages based upon the condition of the existing boardwalk and sub-structure which was given a priority rating from a condition assessment undertaken by the City's consultants. The extent of each of the three stages is described as:

- Dome to San Churro's – Stage 1 (complete);
- Simmo's to Mandjar Square – Stage 2 (commenced); and
- MPAC to Stage Door – Stage 3 (future shown Figure 1 below).



Figure 1: Location of Stage 3 Boardwalk

The tender was advertised in the 15 August 2018 edition of the 'West Australian' newspaper and the 16 August 2018 edition of the "Mandurah Mail" and displayed on notice boards at the Administration Centre and relevant Libraries.

Comment

The tender closed at 2:00pm on Thursday 6 September 2018. No tenders were received after the closing deadline. Submissions were received from the following:

1.	Sprewell Pty Ltd T/As Mandurah Jetty Construction	Mandurah
2.	Quality Assured Engineering Contractors Pty Ltd	Pinjarra
3.	Mainform Corporation Pty Ltd t/a Jomar Contracting	South Guildford
4.	Induserve Pty Ltd	Maddington
5.	Enviro Infrastructure Pty Ltd	Bibra Lake

The following weighted criteria was used to assess and rank each tender submission:

Methodology and Quality	20%
Programme	20%
Technical Skills and Experience of Key Personnel	10%
Price	50%

To ensure that pricing did not influence the assessment of the qualitative criteria, the pricing was not provided to the evaluation panel until the assessment of the qualitative criteria was completed.

An evaluation panel, comprising of officers from the Infrastructure Management and Mandurah Ocean Marina individually assessed each tender against the weighted qualitative criteria submitted by each tenderer.

On completion of the assessment of the qualitative criteria, prices submitted were entered into the Evaluation Matrix as shown in the **Confidential Attachment** where a final analysis, taking into account competitiveness and combined qualitative and price ranking, was conducted in order to determine the tender which represented best overall value for money for the City.

As a result, the tendered submission from Mandurah Jetty Construction was considered to be the most advantageous tender and is recommended as the preferred tenderer.

A member of the City's Governance and Tenders section coordinated and observed the tender evaluation process and is satisfied that the probity and procedural aspects relating to the evaluation were compliant.

Consultation

A non-mandatory briefing/site inspection was held on 22 August 2018 at Mandjar Square, Mandurah and was attended by:

- Go2 Group;
- Induserve Pty Ltd;
- Quality Assured Engineering Contractors Pty Ltd;
- Enviro Infrastructure Pty Ltd; and
- Mainform Corporation Pty Ltd t/a Jomar Contracting

A financial assessment and a credit check was undertaken by Financial Services where no issues were identified.

On award of the Tender, all tenderers will be offered the opportunity to attend debriefs to be advised of the strengths and weaknesses of their submissions. Tenderers are also offered the opportunity to provide feedback to improve the way the City manages procurement processes.

Statutory Environment

Part 4 of the *Local Government (Functions & General) Regulations 1996*.

Policy Implications

Policy POL-CPM 02 – *Purchasing of Goods or Services*.

Policy POL-CPM 01 – *“Buy Local” Regional Price Preference*.

Risk Implications

A risk assessment has been conducted for this project where the following inherent key risks to the contract are:

- Contaminants from works entering the estuary. To minimise this risk, containment and encapsulation requirements for the works are considered to adequately address this risk.
- Works impacting upon City festivals and events. To minimise this risk, the contract obligates the contractor to demobilise during upcoming festivals.

The most significant risk to the City is considered to be low as it relates to loss of use of the boardwalk by the public. This will be minimised through the above referred arrangements with respect to festivals and events, and the program of works being outside of peak usage periods.

Economic Implications

The cost of remediation is expected to be \$353,672, based on the tender price submitted by the preferred tenderer, which is within the 2018/19 budget allocation for the works.

Strategic Implications

The following strategy from the *City of Mandurah Strategic Community Plan 2017 – 2037* is relevant to this report:

Organisational Excellence:

- Deliver excellent governance and financial management.

Infrastructure:

- Facilitate the provision of multi-purpose facilities and infrastructure that meets the needs of a growing population.

Conclusion

Tenders for the Mandurah Foreshore Boardwalk Remediation - Stage 3 were recently invited. Five tenders were received and assessed against both qualitative criteria and price. As a result of the evaluation, the submission from Mandurah Jetty Construction represented overall best value for money and is therefore recommended as the preferred tenderer.

NOTE:

- Refer ***Confidential Attachment***.

RECOMMENDATION

That Council accepts Mandurah Jetty Construction as the preferred tenderer for Tender T14-2018 for the Mandurah Foreshore Boardwalk Remediation - Stage 3.

6	SUBJECT:	Adoption of Buy Local Procurement Policy
	CONTACT OFFICER/S:	Natasha Pulford
	AUTHOR:	Natasha Pulford
	FILE NO:	R0001395427

Summary

Council approved the amended Buy Local Procurement Policy for advertising. The advertising period has now closed with one positive submission received.

Council is now requested to formally adopt the Policy.

Disclosure of Interest

None.

Previous Relevant Documentation

- S.4/8/18 21 August 2018 Supporting the local economy through purchasing.

Background

There is a significant body of research that clearly demonstrates the benefits of a local purchasing programme. The City's local purchasing programme, among other activities, included a policy that provided modest price percentage preferences to local businesses when tendering for goods and services.

Comment

The findings of research into the effect which organisations have if they direct purchasing spending into their local economy, strongly indicates that the activity has a significant benefit. This is expressed both in terms of the effects of direct spend to a local business and the indirect impact which it has on other commercial activities and employment in the City.

In developing a long term plan which addresses such issues as building the capacity of local businesses and increasing our engagement with local suppliers, it is apparent that there are some immediate actions which can be taken that will have a positive effect on local businesses and the local economy.

As such the Regional Price Preference policy was amended to become a broader Buy Local Policy. The amendments raised the modest price percentage preferences afforded during tender evaluations to the maximum allowed, expanded to include quality percentage preferences and measurement of local content, and ensured that purchasing activities below the tender threshold required staff to source a minimum number of quotations from local businesses. Collectively, these amendments will immediately increase the benefits emanating from the local purchasing program.

Council approved the amended policy for advertising where the advertising period closed on 28 September 2018. One positive submission was received from a local business. With no negative submissions received for Council consideration, Council can now formally adopt the amended policy as it was advertised.

Consultation

For a four week period, State-wide Public Notice was provided in the West Australian and the local newspapers with a copy of the advertisements and the amended policy placed on the Administration Notice board and notices boards of all City libraries. Bulletins were also placed on the front and Tenders page of the City's website.

Statutory Environment

Local Government (Functions and General) Regulations 1996 Part 4 Provision of goods and services.
Part 4A Regional price preference.

Policy Implications

POL-CPM 01 Buy Local Regional Price Preference Policy amended to POL-CPM 01 Buy Local Procurement Policy.

Risk Implications

There are no risks with adopting the policy now that State-wide Public Notice has been given with no negative submissions received.

Economic Implications

None.

Strategic Implications

The following objectives from the *City of Mandurah Strategic Community Plan 2017 – 2037* are relevant to this report:

Economic:

- Increase the level of regional employment.

Organisational Excellence:

- Deliver excellent governance and financial management.

Conclusion

Council approved amended POL-CPM 01 Buy Local Procurement Policy for advertising which has now closed with no submissions received. Council is now requested to formally adopt the Policy.

NOTE:

Refer **Attachment 1** advertised Buy Local Procurement Policy POL-CPM 01.

RECOMMENDATION

Council formally adopts Buy Local Procurement Policy POL-CPM 01.

BUY 'LOCAL' PROCUREMENT

POLICY

POL-CPM 01

Objective:

- Foster economic development by maximising participation of local businesses in the delivery of goods and services.
- Promote effective competition with the supply of goods and services from local businesses including enhancing their capacity to apply, win and deliver goods and services.
- Encourage the inclusion of local businesses and the employment of local residents.

Statement:

The City of Mandurah ('the 'City') recognises the contribution that local businesses make in building a stronger City. This policy outlines the process for City Officers to apply preferences in a fair and equitable manner.

1. Regional Price Preference for Procurements \$75,000 and over

A price preference will be given to regional businesses when submitting bids for the supply of goods and services valued \$75,000 and over as follows:

City of Mandurah Businesses

- 10% where the contract is for goods or services up to a maximum price reduction of \$50,000; and
- 5% where the contract is for construction (building) services, up to a maximum price reduction of \$50,000.

Peel Region Businesses

- 10% where the contract is for goods or services up to a maximum price reduction of \$50,000; and
- 5% where the contract is for construction (building) services, up to a maximum price reduction of \$50,000.

The following requirements apply when affording the Regional Price Preference:

- Peel Regional Businesses are those from the Shires of Murray, Boddington, Serpentine-Jarrahdale and Waroona.
- Businesses must have been located within Mandurah or the Peel Region for at least six (6) months prior to the closing date of the procurement.
- Peel Region businesses price preference can only be applied if it does not affect the overall evaluation outcomes for a business from the City, on the condition that the City business has submitted an equally competitive bid in terms of evaluated quality i.e. overall qualitative scores are in the same range(s).

2. Local Content Price Preference for Procurements \$75,000 and over

A price preference will apply to local content components of goods and services sourced from Mandurah or the Peel Region from non-regional (metropolitan) businesses for all procurements \$75,000 and over as follows:

- a) 10% where the contract is for goods or services up to a maximum price reduction of \$50,000; and
 - b) 5% where the contract is for construction (building) services, up to a maximum price reduction of \$50,000.
- Local Content Price preferences can only be applied if it does not affect the overall evaluation outcomes for a business from the City, on the condition that the City business has submitted an equally competitive bid in terms of evaluated quality i.e. overall qualitative scores are in the same range(s).
 - Local content components of goods and services can include goods, materials, labour, sub-contractors, professional services, and employment of residents but cannot include travel and accommodation costs.
 - Written evidence (proof) of the local content components, including how it relates to the price submitted, must be provided. If successful, local content components will be introduced into the contract with associated performance measures. Contract managers will regularly monitor and report on local content achievements.

3. Local Impact Analysis for Procurements

A local impact analysis is to occur when evaluating higher threshold procurements to determine whether there are local economic benefits that could be advantageous to the City. If identified, those benefits are to be taken into consideration in addition to initial price and quality evaluation outcome results to arrive at a final decision to recommend a preferred supplier.

4. Buy Local Qualitative Selection Criteria and Weightings for Procurements

A weighted qualitative selection criteria of up to 20% for 'Local Development and Value Adding' may be applied for evaluation purposes, for procurements of any value. It can only be applied in addition to price preferences for procurements over \$75,000, where it is clearly substantiated that supplier capacity (sustainability) and value for money principles are unlikely to be adversely impacted.

5. Local Business Quotation Requirements for Procurements less than \$75,000

City Officers are encouraged to support local businesses during procurement processes as much as possible. When sourcing quotations under \$75,000 a certain number of those quotations are to be from local businesses, when there is the opportunity to do so, as follows:

Estimated Procurement Cost	Current Quotation Requirements under Purchasing AOP	Number of Local Business Quotations To be Sourced	Feedback and Record Keeping
\$1,000-\$9,999	2 Verbal	1	<ul style="list-style-type: none">• Verbal feedback is to be provided to local businesses if unsuccessful.
\$10,000-\$74,999	3 Written	2	<ul style="list-style-type: none">• Written feedback is to be provided to local businesses whether successful or unsuccessful.• Written quotation and feedback records are to be retained within the record management system.

- Where local businesses were sourced to provide goods and services and the local business may not have necessarily provided high quality service outcomes, City Officers will endeavor to communicate with local businesses on ways to improve service delivery into the future.
- Sourcing from State and WALGA Panels of pre-qualified suppliers does not preclude purchaser's responsibilities from applying the above requirements.
- City Officers must consider the benefits and impacts on the local economy when deciding to collate or separate purchasing above and below the tender threshold. This should not be misconstrued as an opportunity to avoid tendering. Decisions should clearly demonstrate both regulatory compliance and local benefit.

6. Value For Money Principles

Value for money principles still apply and will be used to achieve the best possible overall outcome for the City.

7. Transparency and Probity

Where local preferences are to be applied during procurement processes, they must be notified within relevant Request for Tender/Quotation documents. All businesses must be treated fairly and consistently when evaluating procurement outcomes.

8. Local Impact Auditing and Reporting

An annual audit, to determine positive and negative implications, if any, of applying this Policy is to occur and be reported to Council as required.

Responsible Directorate:	Finance and Governance
Reviewer:	Manager Governance and Tenders
Creation date:	Minute G.51/1/02, 22 January 2002
Amendments:	Minute G.13/08/05, 16 August 2005 Minute G.43/12/09, 15 December 2009 Minute G.57/2/12, 28 February 2012 Minute G.37/5/12, 22 May 2012 Minute G.35/2/15, 24 February 2015 Minute S.4/8/18, 21 August 2018
Related Documentation:	<i>Local Government (Functions & General) Regulations 1996 - Regulation 24E</i> POL-CPM 02 – Purchasing of Goods & Services. POL-CPM 03 – Selection Criteria for Major Procurements. FS-CPM 01 – Strengthening Local Development through Procurement. GUIDE-CPM 01 – Local Purchasing Guideline.

7	SUBJECT:	Tender T12-2018 - Construction of Port Bouvard Surf Life Saving Club Second Storey
	CONTACT OFFICER/S:	Simon Hudson / Natasha Pulford
	AUTHOR:	Derek Lynch / Vicki Lawrence
	FILE NO:	F0000170930

Summary

The first stage of the Port Bouvard Surf Life Saving Club, constructed in 2010, had provision for a future second storey extension. The completion of the second storey for the Port Bouvard Surf Life Saving Club aligns with the original vision for this development.

The City of Mandurah invited tenders for the Construction of Port Bouvard Surf Life Saving Club Second Storey and as a result of the evaluation of tendered submissions, Council is now requested to accept Bistel Construction Pty Ltd as the preferred tenderer, and approve unbudgeted expenditure of up to \$118,500 in order to complete the project.

Disclosure of Interest

Nil.

Previous Relevant Documentation

- G.31/2/18
February 2018
That Council declines the tenders for Tender 23-2017 Port Bouvard Surf Life Saving Club Second Storey, and notes that the City will review the process, scope and specifications and re-tender for the works in the near future.

- G.11/10/17
October 2017
That Council approves unbudgeted expenditure of up to a maximum of \$100,000 in the current financial year and \$100,000 in 2018/19, increasing the City's total capital contribution to \$250,000. Council notes the scope of works to be as provided in the updated Order of Magnitude Estimate and that Council approves the City to enter into a design and construction procurement process for the maximum price value of \$1,500,000 for the second storey extension of the Port Bouvard Surf Life Saving Club.

- G.10/3/16
March 2016
Council committed to provide support and assistance to the Port Bouvard Surf Life Saving Club with its pending applications to the State and Federal Government's for grant funding towards the Stage 2 extension of the Port Bouvard Surf Life Saving Club facility in Dawesville. Council further endorsed an amount of \$50,000 to be listed for consideration in the 2016/17 budget process and approved for City Officers to project manager the second stage works.

- SP.3/12/08
December 2008
Council selected Eclipse Developments (WA) Pty Ltd as the preferred tenderer under Tender 21-2008 for the construction of the Port Bouvard Surf Sports and Life Saving Club for the lump sum tender price of \$2,475,936 (excluding GST).

- G.41/10/08
October 2008
Council authorised the Chief Executive Officer (Director Works and Services) to apply to the WAPC requesting approval of the expenditure of cash-in-lieu funds under Stage 1 to 6 of the Southport development, Dawesville, toward the Port Bouvard Surf Sports and Life Saving Club project.

- G.36/7/08 July 2008 Council authorised the Chief Executive Officer (Director Works and Services) to advertise tenders for the construction of the Port Bouvard Surf Sports and Life Saving Club and the associated Seawall subject to an assessment of affordability following the outcome of the Commonwealth Government funding arrangements under the Regional Partnerships program and the preparation of pre-tender cost estimates.

Background

The first stage of the Port Bouvard Surf Life Saving Club, constructed in 2010, had provision for a future second storey extension. The Port Bouvard Surf Life Saving Club were successful in securing funding from both the Federal and State Governments which, combined with the contributions from the City of Mandurah and the Club's funds, will be used to deliver the project.

Tender T23-2017 for a design and construct contract model was previously unsuccessful. This resulted in a shift in the procurement strategy, with the City undertaking the design of the facility to go out to market for a construct only contract.

The tender for the Construction of Port Bouvard Surf Life Saving Club Second Storey was advertised in the Wednesday 1 August 2018 edition of the 'West Australian' newspaper and displayed on notice boards at the Administration Centre and relevant Libraries.

Comment

The tender closed at 2:00pm on Thursday 30 August 2018. No tenders were received after the closing deadline. Submissions were received from the following:

1.	Alita Enterprises Pty Ltd t/as Alita Constructions	Forrestdale
2.	BISTEL Construction Pty Ltd	Hillarys
3.	Classic Contractors Pty Ltd	Willetton
4.	Cooper and Oxley Builders Pty Ltd	Jolimont
5.	Linkbuild Constructions Pty Ltd	Perth
6.	Moore Constructions (WA) Pty Ltd	Mandurah
7.	Northerly Group Australia Pty Ltd	Nedlands
8.	Shelford Constructions Pty Ltd	Rockingham

The following weighted qualitative criteria were used to assess and rank each tender submission:

Relevant Experience	10%
Methodology	20%
Key Personnel	10%
Price	60%

To ensure that pricing did not influence the assessment of the qualitative criteria, the pricing was not provided to the evaluation panel until the assessment of the qualitative criteria was completed.

An evaluation panel, comprising of officers from the project management, infrastructure management and sport, recreation and events teams individually assessed each tender against the weighted qualitative criteria submitted by each tenderer.

On completion of the assessment of the qualitative criteria, prices submitted were entered into the Evaluation Matrix as shown in the **Confidential Attachment** where a final analysis taking into account competitiveness and combined qualitative and price ranking was conducted in order to determine the tender which represented best overall value for money for the City.

As a result, the tendered submission from Bistel Construction Pty Ltd was considered to be the most advantageous tender and is therefore recommended as the preferred tenderer.

A member of the City's Governance and Tenders section coordinated and observed the tender evaluation process and is satisfied that the probity and procedural aspects relating to the evaluation were compliant.

Consultation

A non-mandatory site inspection was held on Thursday 9 August 2018 at Port Bouvard Surf Life Saving Club and was attended by Classic Contractors, Shelford Constructions, MACS, ID Builders, Bistel, MPS, Go2 Group, Sanders Demolition, Alita Construction, Cooper and Oxley Builders and Northerly Group.

A financial assessment and a credit check was undertaken by Financial Services where no issues were identified. Reference checks have been undertaken with nominated referees who reported that the preferred tenderer is considered to be capable of carrying out the Contract.

On award of the Tender, all tenderers will be offered the opportunity to attend debriefs to be advised of the strengths and weaknesses of their submissions. Tenderers are also offered the opportunity to provide feedback to improve the way the City manages procurement processes.

Statutory Environment

Part 4 of the *Local Government (Functions & General) Regulations 1996*.

Policy Implications

Policy POL-CPM 02 – *Purchasing of Goods or Services*.

Policy POL-CPM 01 – *"Buy Local" Regional Price Preference*.

Risk Implications

The design has taken into account value for money and associated value. Colourbond Ultra is considered appropriate for severe coastal and industrial environments, however the manufacturer does not provide a warranty for installation within 200m of breaking surf. This could mean increased maintenance and replacement costs should the product not perform as expected. As a result the roofing material selected is Colourbond Ultra.

The preferred tenderer has provided management strategies for the interaction of the works with the public and the ongoing operations of the Surf Club in its submission.

Economic Implications

The Club has successfully secured a total of \$1,300,000 in external funding (\$1,000,000 from the Federal Government and \$300,000 from the State Government) and is working to fundraise a further \$200,000 as a Club contribution. The funding, including the City's current contribution of \$250,000 brings the existing project budget to \$1,750,000.

Funding Partner	Amount
Federal Government Grant Scheme	\$1,000,000
WA State Government (Peel Development Commission) Royalties for Regions	\$300,000
Port Bouvard Surf Life Saving Club Capital Contribution *	\$200,000
City of Mandurah	\$250,000
Total	\$1,750,000

*The Club has confirmed that it has now fundraised over \$150,000 of its \$200,000 contribution and is confident that it will have the remaining \$50,000 when called upon for the delivery of the project.

In October 2017, Council considered an Order of Magnitude estimate for the project, which informed overall estimated project costs of \$1,750,000 (ex GST). This informed Council's approval of an unbudgeted expenditure up to \$250,000 to support completion of the project. Current costs realised to date are shown against the previous estimates in the table below.

Item	Estimated Cost (as at October 2017)	Estimated Cost (Current)
Building Works *	\$ 1,435,000	\$ 1,599,549
Architects Fees	\$ 115,000	\$ 102,515
Consultants Fees	\$ 60,000	\$ 47,395
Consultant Construction Inspections (est.)	\$ -	\$ 30,000
Contingency	\$ 140,000	\$ 89,041
TOTAL (ex GST)	\$ 1,750,000	\$ 1,868,500

*This price excludes the fit out of the agreed future sub-lease area i.e. kitchen, bar and associated store.

Should Council resolve to approve the preferred tenderer, a further unbudgeted allocation of \$118,500 is required to fund the project. This allows for the construction contract, together with a contingency of \$89,041 (representing 5% of the project budget).

To fund the existing project shortfall of \$118,500, officers are proposing for the City to reallocate the necessary funds from the Falcon Reserve Skate Park upgrade project.

This project is currently behind schedule due to a delay in the funding application stage. As this project also involves a community engagement and design process, it is not expected that construction of the project will be completed this financial year. As a result, the full amount of the City's \$200,000 contribution is not expected to be expended in 2018/19. It is intended that any reallocation of funds from the Falcon Reserve Skate Park Upgrade project will be re-budgeted as part of the 2019/20 draft capital budget.

Strategic Implications

The following strategy from the *City of Mandurah Strategic Community Plan 2017 – 2037* is relevant to this report:

Organisational Excellence:

- Deliver excellent governance and financial management.

Infrastructure:

- Facilitate the provision of multi-purpose facilities and infrastructure that meets the needs of a growing population

Conclusion

Tenders for the Construction of Port Bouvard Surf Life Saving Club Second Storey were recently invited where eight tenders were received and assessed against both qualitative criteria and price. As a result of the evaluation, the submission from Bistel Construction Pty Ltd represented overall best value for money and is therefore recommended as the preferred tenderer. Council is also requested to approve a further unbudgeted expenditure of up to \$118,500 towards the second storey extension of the Port Bouvard Surf Life Saving Club, increasing the City's total capital contribution to \$368,500.

NOTE:

- Refer **Confidential Attachment**.

RECOMMENDATION

That Council:

- 1. Accepts Bistel Construction Pty Ltd as the preferred tenderer for Tender T12-2018 for the Construction of Port Bouvard Surf Life Saving Club Second Storey; and**
- 2. Approves a further unbudgeted expenditure of up to \$118,500 towards the second storey extension of the Port Bouvard Surf Life Saving Club, making the City's total capital contribution \$368,500. ****

**** ABSOLUTE MAJORITY REQUIRED**