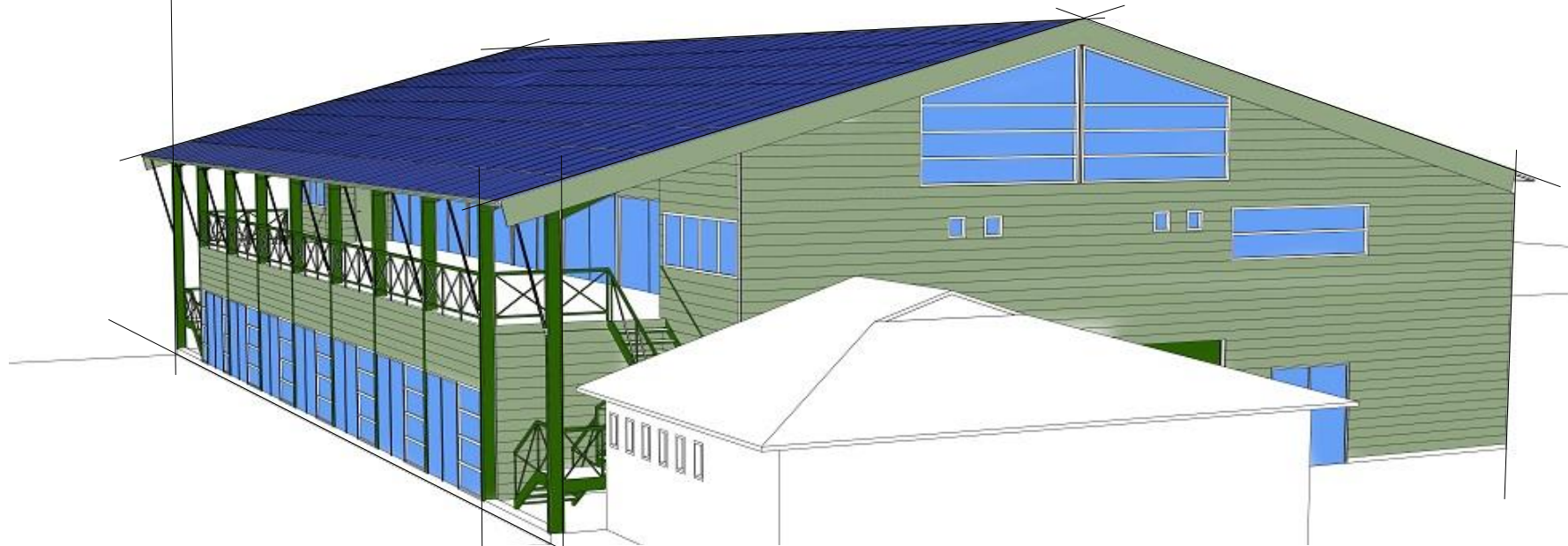


Settlement Sports Hall Refurbishment



Preliminary Design Concept

June 2017



SHIRE OF
CHRISTMAS ISLAND



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1. Introduction

The Shire of Christmas Island (SoCI) commissioned Calmy Planning & Design in March 2017 to devise a preliminary design concept for the refurbishment of the now disused Settlement Sports Hall (SSH) taking into account prospective land uses and planning opportunities illustrated in the Department of Infrastructure & Regional Development (DIRD) sponsored and Shire endorsed *Gaze Road Tourism & Commercial Precinct Report for Urban Design Master Plan Oct. 2011*.

This document reviews background strategic and planning information associated with the SSH building and immediate surrounding areas. It also provides architectural illustrations and measured areas for possible future community uses/functions within the building such as but not limited to Visitors Centre, information/interpretive displays, museum collections, Discovery Centre, cinema, community functions and a coffee/restaurant together with incidental small office/shop tenancies.

The ultimate objective of this document is to further gauge community/stakeholder sentiments and aspirations to ensure that the highly re-usable building is retained and refurbished for the benefit of the community and visitors without creating on-going financial burden to DIRD as the owner and the SoCI to whom the property is vested to under Management Order.

The formulation of a refurbishment business case may then be developed once a clear and robust consensus for the usage of the SSH building is reached and adopted by DIRD and the SoCI.



2. Town Planning context

The SSH is situated within the Settlement coastal Public Open Space Reserve (POSR) shown in bright green in the SoCI Planning Scheme No.2. (TPS No.2) ([see Fig 1](#))

Use and Development of the POSR requires obtaining planning approval under Part 3, Part 9 and clause 10.2 of the Scheme.

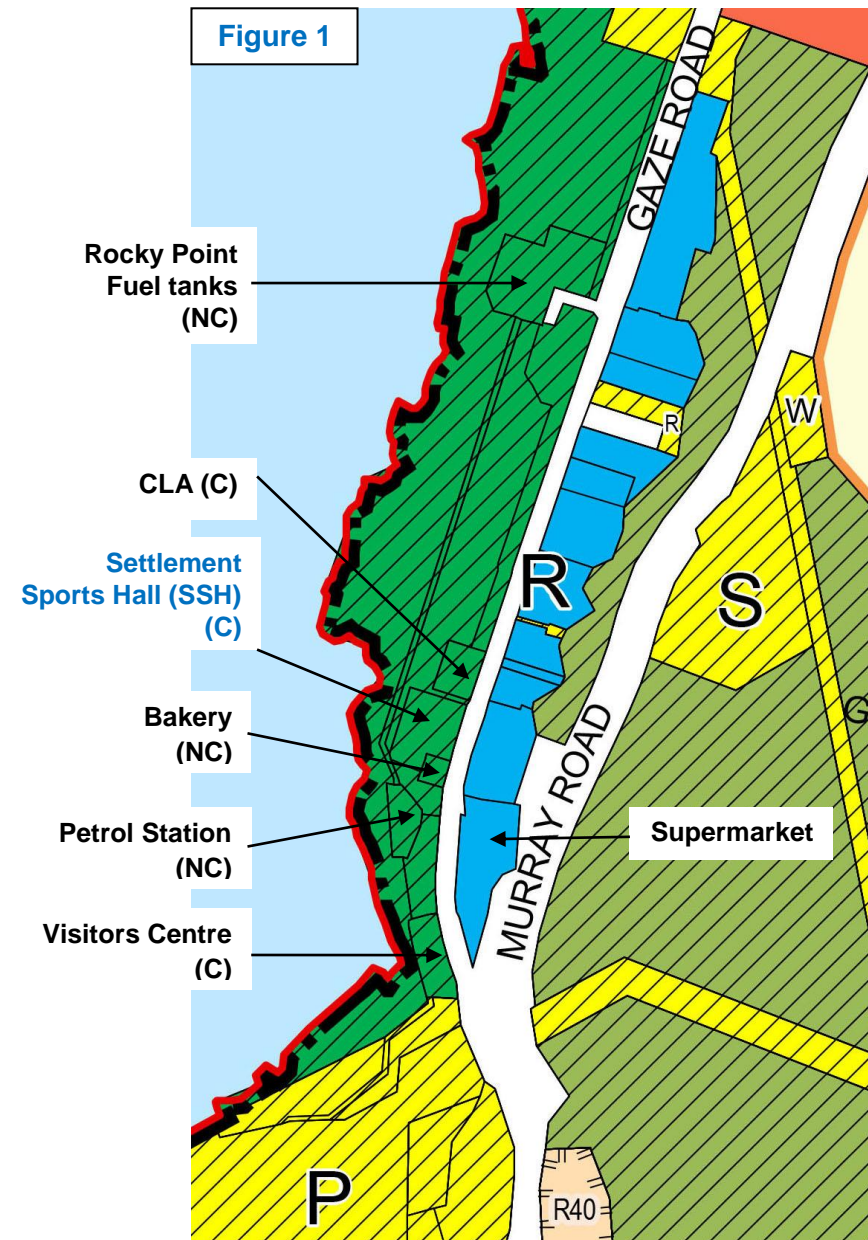
The intended purpose of the Settlement coastal POSR is to provide the community with active/passive recreation opportunities and also meet the needs of visitors & tourists coming to Christmas Island.

In such context, the Rocky Point fuel tanks, the Petrol Station and the Bakery are deemed Non-Conforming (**NC**) uses within the POSR whilst the Chinese Literary Association restaurant (CLA), the SSH and the Visitors Centre are deemed Conforming (**C**) uses.

Change of usage for the SSH building would be expected to be consistent with the intended purpose of the POSR.

Restaurant, Café, Visitor Centre, Museum, Interpretive Centre, Discovery Centre and Souvenir Shop are deemed Conforming uses within the POSR. Residential units or Hotel accommodation are considered Non-Conforming uses in a POSR.

The SoCI intends to seek public opinion through formal advertising in accordance with clause 9.4 of the Scheme before making decision about potential new usage for the SSH building.



3. CI Local Planning Strategy

In March 2011, the Shire of Christmas Island (SoCI) released a new **Local Planning Strategy** as per the requirements of the WA Town Planning Regulations 1967.

The objective of the Local Planning Strategy is to:

- set out the long-term planning directions for the local government;
- apply State and regional planning policies;
- provide the rationale for the zones and other provisions of the Town Planning Scheme;
- provide a strategic vision and land use plan to guide future development on Christmas Island; and
- balance the needs of the natural environment, economic development and community expectations.

The LPS identified specific issues relating to the settlement precinct and pertinent to planning around the SSH:

“There are a number of tourism accommodation establishments within this precinct, with views over Flying Fish Cove, Smith Point and the Indian Ocean.”

“This area represents the main area of tourist accommodation on the Island, and is accompanied by a pub, a supermarket, the Christmas Island Visitors Centre and the only domestic petrol station on the Island.”

“There are two domestic fuel storage tanks near the petrol station, connected via underground pipes. There is a risk associated with the fuel tanks located in such close proximity to accommodation facilities and residential dwellings.”

“As such they are considered a safety hazard and should be relocated to a more suitable location. This area is the main tourism and commercial area on the Island and these fuel tanks also affect the visual aesthetics and attraction of the precinct. Their relocation could also facilitate the relocation of the petrol station.” (see Fig.2)

The relocation of the petrol/service station has the potential to considerably improve the streetscape around the supermarket, the Visitors Centre and the SSH.

This opportunity has been explored in detail in the **October 2011 Gaze Road Urban Design Master Plan**



4. Gaze Road Urban Design Master Plan

GHD have been engaged in 2011 by the SoCI to produce an Urban Design Master Plan (UDMP) for the Gaze Road Tourism and Commercial Precinct (see Fig. 3). The project was an initiative of the SoCI in conjunction with the Indian Ocean Territories Christmas Island Economic Development Consultative Group, supported and funded by the Department of Regional Australia, Regional Development and Local Government.

The SoCI adopted UDMP is a reference planning document to be considered when making planning decisions under clause 10.2.(f) of the TPS No.2. The objectives of the UDMP relevant to this proposal are:

“The aim of the UDMP is to provide an urban design framework that will facilitate and guide the revitalisation of the precinct and to enhance its contribution to the social, cultural and economic life of the Island’s community”.

“As the main tourism area for visitors, the foreshore area should be a welcoming environment that showcases the natural scenic values of the Island as well as attract visitors to the various adjacent retail and commercial outlets within the precinct”.

The relevant issues pertinent to the reuse of the SSH found in UDMP are:

Visual amenity, Foreshore and ocean threats, Fuel tanks, Tourism Centre and the Refurbishment of the SSH building.



Visual Amenity

The UDMP acknowledged at the time that *“the Gaze Road precinct looked very tired, was in poor condition, was unattractive, barren and in need of enhancing and continued maintenance”*.

Since the release of the UDMP, and with the joint effort of DIRD and the SoCI, noticeable improvements were made with:

- The well-executed public-private refurbishment of the Cocos Padang building;
- New townscape features introduced around the CLA; and
- The enhancement of the Police Padang with additional artwork and new attractive public amenities.

Foreshore

“The foreshore is a key visual aspect of the precinct, and a strategic area of public open space on the Island, with views of Flying Fish Cove, North West Point as well as the ocean.

The westerly aspect of the foreshore provides spectacular views of the sunset. The area is a key attractor for the precinct and a prime gathering area for the community, as well as visitors”.

Despite the recent and well received townscape improvements around the CLA and the Police Padang a significant proportion of the foreshore area requires regular upkeep whilst opportunities for local businesses to take advantage of visitors are not optimised Furthermore the functionality and attractiveness of facilities and landscaping elements to provide a ‘flow’ of active and passive spaces for the area is yet to reach International yet alone National standards”.

Ocean Spray & Undercutting Threats

“Notwithstanding its remarkable charm, the foreshore is equally renowned for its dangers. The threat of ocean cliff collapse, the punitive effects of the waves in the swell season, the extreme dangers in attempting to interact with the marine environment from the shore and corrosive nature of the Environment are all factors relevant to the UDMP and guidance to development.”

“These factors will need to be considered to ensure that proposed development (and structures) along the foreshore, together with landscaping features can withstand effectively these harsh effects.”

Fuel Tanks

“Opportunities to maximise the “greening” of the foreshore and promote additional uses will be considerably enhanced once the fuel tanks and petrol station are relocated”.

The UDMP examined options for the re-use of the fuel tanks site as well as the petrol station site adjacent to the ORC.

“The ultimate removal of the fuel tanks from the Gaze Road foreshore is widely considered critical to the enhancement and development of its immediate area and this notion has been consistently supported by the Shire and the Commonwealth”.

The consolidation of fuel infrastructure on Christmas Island including the removal of the tanks from the foreshore is well documented in the March 2012 Statement of Evidence to the Parliamentary Standing Committee on Public Works: *Proposed Improvement to Fuel Storage and Supply* (see section 5).



Urban Design Workshop

An 'Urban Design Workshop' was held at the Cricket Club with the community and other key stakeholders on-Island to facilitate direct participation and ownership of the design process.

A brief presentation was given outlining the project and some initial observations of the precinct by the project team. Participants were then given an opportunity to provide comments, ideas, concerns and visions for the precinct on separate tables. The key outcomes relevant to this document were:

- *"Remove the fuel tanks from the foreshore;*
- *The Visitors Centre should relocate to either the existing skate hall or at the existing Australian Federal Police station;*
- *Provision of public toilets at the existing skate hall, at the Police Padang and on the Cocos Padang and*
- *Include some reference to the 'coolies' at the SSH."*

The Settlement Sports Hall

The UDMP has also provided some guidance to improve the supermarket area (see Fig.4 & Fig.5) and gave specific consideration to the re-use of the SSH building.

"This structure could be transformed into a new purpose built visitors centre, on a mezzanine level, with entry at the Gaze Road level. The existing cladding could be replaced with large windows to take advantage of ocean views. The lower level could be utilised for additional car parking. A smaller scale skate park could be maintained in the foreshore area as part of enhanced facilities in this area."

"The entrance will also provide for bus parking. There are some existing public toilet facilities attached to the building that would need relocated to facilitate the redevelopment of the building. These could either be incorporated back into a revamped Visitors Centre or further north on the open foreshore area and the outdoor entertainment area."

"This building would provide a large increase in floor space for the visitor's centre and allow expansion of facilities and functions provided for tourists. The transformation of the SSH, and enhancements to the pedestrian environment around it will provide a focal point for the entry node of the precinct, and provide a centre of gravity for visitors before dispersing to explore the rest of the precinct, and Island."



LEGEND

- 18.** Chinese “Gates” across the street to emphasise the Chinese heritage of the precinct.
- 20.** Conversion of the SSH into a new Tourist Centre with undercroft carpark.
- 21.** Redevelopment of the old nurse’s quarters site with alfresco space opposite the new Tourist Centre.
- 22.** Reconfiguration of road, parking & pedestrian amenities adjacent to the supermarket. (subject to the relocation of the petrol station)
- 23.** Conversion of the Visitors Information Centre into Café-Restaurant.
- 24.** Public footpath & rehabilitated stairs for safe access to Isabel Beach.



Image from the 2011 Gaze Road Urban Design Master Plan



Image from the 2011 Gaze Road Urban Design Master Plan

Figure 5



5. Rocky Point Fuel Tanks & Petrol Station

The Petrol Station adjacent to the ORC is supplied with unleaded petrol fuel via pipeline along the foreshore by the Rocky Point Fuel Tanks.

This set up and its future have been extensively considered in the ***Proposed Improvement to Fuel Storage and Supply - Christmas Island, Indian Ocean Territories - Statement of Evidence to the Parliamentary Standing Committee on Public Works - March 2012***

The Statement of Evidence specifically note:

26. Bulk petrol fuel storage on CI consists of 2 x 370 kL tanks located on an escarpment above the Indian Ocean at Rocky Point. This location is subject to extreme local weather conditions resulting in ongoing erosion around the tank footings, corrosion to tank fabric and risk of damage by waves breaking against the cliff face, (Attachment 11 refers).

27. The location of the petrol tanks is also constraining the future development of the foreshore area for tourism and commercial purposes. The area is predominantly zoned Commercial, Tourism and Public Open Space.

28. The Shire of Christmas Island has developed a town planning strategy – „Report for Urban Design Master Plan, Gaze Road Tourism and Commercial Precinct, October 2011)‘ that identifies the foreshore area including the current service station location for tourism and commercial purpose.



The petrol station adjacent to the SSH



The Rocky Point Fuel Tanks



Description of the Proposal

30. The Australian Government has recognised the pressure placed on the existing fuel storage infrastructure by the increased demand for diesel and aviation fuel and the ongoing risk to essential services due to poor reliability of fuel deliveries during the swell season. In the 2011-12 Budget, the Government announced funding to address the need for additional storage capacity for diesel and aviation fuel. The Fuel Consolidation Project has been established to manage the delivery of the works. The proposed works include:

- a) Increase access to Commonwealth owned bulk diesel storage tank currently leased to the Indian Ocean Oil Company (Tank F3 in Attachment 4). This will increase the diesel storage capacity at Smith Point without incurring any construction costs;
- b) Construct a new Bulk Fuel Installation on Murray Road for the following, (Attachment 12 and 13):
 - i. bulk petrol storage tanks (relocated from Rocky Point);
 - ii. Service Station (relocated from the Settlement area and subject to community consultation), and
 - iii. isotainer storage area for aviation fuel;
- c) Construct a new pipeline and associated infrastructure between Smith Point and the new Bulk Fuel Installation to transfer petrol into bulk storage assets, (Attachment 12);
- d) Construct fixed storage for aviation fuel adjacent to the Air BP storage depot at the CI airport and;
- e) Demolish redundant facilities and undertake associated site remediation works. The remediation works are expected to facilitate future tourism and commercial development on the foreshore area. The foreshore area has been zoned as commercial, tourism and

public open space as part of the Shire of Christmas Island's „Report for Urban Design Master Plan, October 2011, Gaze Road Tourism and Commercial Precinct, October 2011'.

Indian Ocean Oil Company (IOOC)

The Rocky Point UPL tanks, pipelines and service station leases have recently been acquired by Indian Ocean Oil Company Pty. Ltd. (a wholly owned subsidiary of Phosphate Resources Limited). The leases are due to expire in mid-2019 presenting an opportunity to assess, evaluate and potentially review the infrastructure format and location subject to an agreement with the Commonwealth.

It is also worth noting that the legislatively required 10 year inspection is due on the tanks and pipeline in 2018. Such inspection may potentially identify the need for significant capital investment by the Commonwealth to ensure ongoing serviceability and compliance of the critical and high risk assets.

SSH Refurbishment

The refurbishment of the SSH building is not physically reliant in any way on the removal of the foreshore fuel storage and distribution infrastructure.

It is noted that community sentiments, technical limitations and maintenance costs of the fuel infrastructure are all pointing towards the ultimate removal of the facility from its prime tourism and community recreation location.

It is therefore equally clear that the merit and benefit of the SSH refurbishment should be gauged in the context of the infrastructure being removed in the short to medium term rather than assuming that its presence on the foreshore is indefinite.



6. Constraints & Opportunities

The refurbishment of the SSH is subject to physical and operational constraints & opportunities around and within the building:

Structure:

Subsequent to the passage of Cyclone Gillian in 2014, the SSH incurred relative minor damage with the loss of only 1/9th of its roof sheet cover. No damage to the very robust primary steel structure was observed thus confirming its tristic strength. McMahon Engineers provided in November 2015 a quotation to “make safe” the roof and a cost-effective solution to remediate mild steel corrosion where necessary.

The replacement value of the building concrete slab, foundation and primary steel structure in its current state is estimated at between \$M 1,5 to \$M 1,8. Refurbishing the building appears to be far more productive and cost effective than the demolition option, in particular in the context of a 15% budget contraction in the IOT since 2015 and the forthcoming shut down of the detention centre.

CI Bakery:

The Non-Conforming CI Bakery building sits on a freehold land holding contiguous to the SSH building on the southern boundary. Whilst orderly long term planning would see the Bakery relocated, the decision belongs to two parties i.e. the Land Owner and to a lesser degree the Bakery operator, as the Lessor. This preliminary concept to refurbish the SSH must be operationally feasible on the basis of the Bakery remaining.

Separately, opportunity for land swap could be considered between the Crown and the Bakery Land Lord at some point in the future in order to achieve a higher quality planning outcome with improved pedestrian accessibility, increased parking capacity and a much needed enhanced streetscape for the benefit of all stakeholders in the precinct as demonstrated in the Gaze Road UDMP.

Petrol Station:

As clearly stated above the removal of the petrol station is highly desirable thus enhancing considerably the image and esthetical appeal of the area. The refurbishment of the SSH with tourism as its main focus is better justified knowing that the petrol station prospect to remain in the short to medium term is gradually reducing.

The CLA:

The CLA is the second most visited facility in the precinct after the supermarket. It is envisaged that a refurbished SSH would enhance the business critical mass of the area and as such will boost surrounding activities including patronage to the CLA.

The CLA may also explore new synergistic possibilities offered by a rejuvenated SSH that could benefit the two operations.

SSH existing ablution block:

The refurbishment of the SSH will be subject to the mandatory provision of adequate ablution for patrons. The existing ablution block would require some upgrade but could be reactivated at minimum expense. There is considerable cost benefit in refurbishing the block who offers sufficient capacity for the envisaged new uses. Accessible directly from outside the ablution



block could remain open to the public after hours. Showers inherited from the sports function are likely to be well suited to tourists and visitors.

Visitors Centre:

The possible relocation of the Visitors Centre in a refurbished SSH has been discussed informally since the release of the *2011 Gaze Road Urban Design Master Plan*.

The current Visitors Centre has been refurbished several times over and has no capacity to grow and or accommodate patronage expectations in terms of space quality, amenities and professional services found in contemporary facilities on the main land or abroad.

A new Visitors Centre would be expected to provide but not be limited to:

- A comfortable reception area with space for visitors to sit down when interacting with staff;
- Storage and Internet access for visitors
- A shop front for branded items and specialised books;
- An interpretation space or Discovery Centre;
- Access to a lounge area and coffee shop;
- Dedicated office space for staff;
- A separate area for staff amenities and meetings and
- Amenities more suitable for the need of the Australian Navy crews who are increasing visitation to the Island.

The design of the new facility would be expected to project a vibrant professional image with a focus on sustainability (waste, renewable

material, energy etc.) thus projecting and reinforcing the recognised nature base tourism attribute of the Island.

The refurbishment of the SSH would provide the opportunity for improvement of the Gaze Road façade and Streetscape with attractive welcoming features in terms of weather protection, hard and soft landscaping.

A fresh, contemporarily designed and larger Visitors Centre is also critical in supporting and preparing for the more vigorous policy by DIRD, and supported by the SoCI, to encourage the disposal of some Crown Land in part to foster interest and investment in new tourism infrastructure on Christmas Island.

Arts & Culture CI

The Arts & Culture Christmas Island (ACCI) group has interest and focuses on protecting, conserving and publicising the Natural, Cultural and Historical attributes specific to the Island and its resident community.

The ACCI is actively liaising with the National Trust of Australia and promotes its Heritage Policy.

The ACCI is currently preparing a Commonwealth funding application to devise a Concept Plan to establish a Discovery Centre on CI.

One of the aim of such Discovery Centre is to regroup the many artefacts and historical objects of interest found on the Island in one well-presented and accessible location, including the collections on display at Tajin House. The refurbishment of the SSH building offers a realistic prospect to achieve efficiently such aim.



Universal access

The SSH building offers the possibility to establish within its current steel structure two main levels:

1. A lower ground level with ocean outlook accessible from the foreshore planned pedestrian/cycle path and the existing CLA open air multi-function area.
2. An upper ground level directly accessible from Gaze road.

Both floors could be wheelchair accessible but from separate entry points.

The provision for an internal lift could be required to ensure single universal access from the Gaze Road main entry.

This scenario would open up the opportunity for additional floor space in a mezzanine format above the upper ground floor plate.

Car parking requirement

The provision of public parking in the vicinity of the SSH is currently 88 bays as follow:

- 48 bays north of the CLA on the west side of Gaze Road;
- 10 bays in front of the SSH along Gaze Road;
- 16 bays at the petrol station carpark;
- 6 bays in front of the supermarket and
- 8 bays south of the Visitors Centre.

The petrol station also provides 2 long bays for coaches.

In addition:

- The foreshore south of the Rocky Point tanks can be used as overflow parking area with a capacity of at least 40 bays for special events and public functions.

- In time, the removal of the petrol station would free up sufficient space to create a further 12 bays.

Overall the potential parking offering in the vicinity of the SSH is 140 bays

With an estimated 600m² of shop and 200m² of showroom (upstairs) the Supermarket carparking requirement under the TPS No.2 is 42 bays

The 260m² CLA Restaurant requires 26 bays

The SSH preliminary concept design is comprised of 120m² of office, 300m² of Discovery Centre, 190m² of Community hall, 100m² of shop, 210m² of restaurant and 200m² of Visitors Centre. Based on these areas the carpark requirement for the new facility is estimated at 61 bays

In this context, the total parking need of the Supermarket, the CLA and the refurbished SSH would be 129 bays.

This indicates that the new parking required by the refurbished the SSH can be met within the precinct existing and prospective capacity.

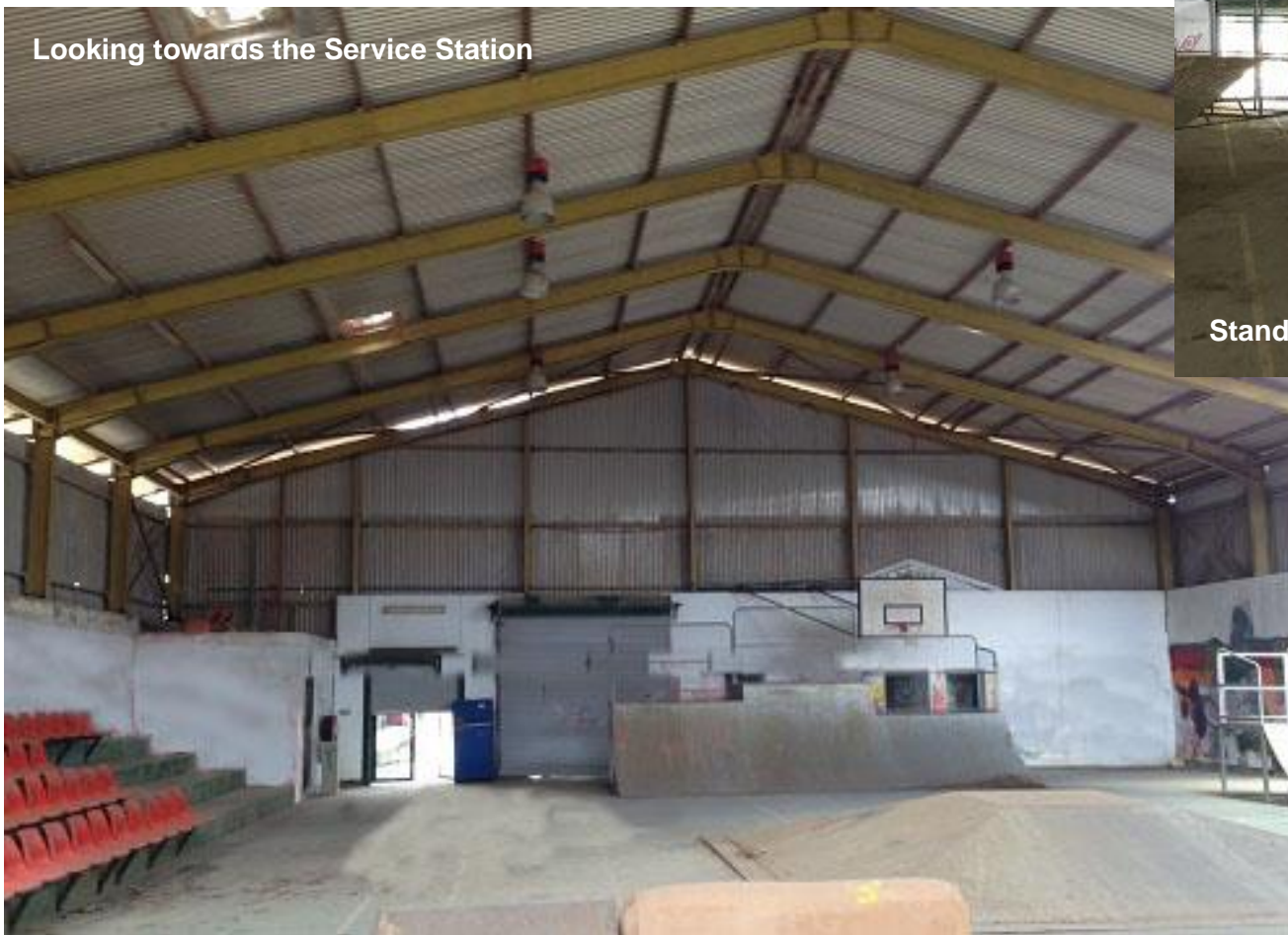
Solar power

The large low pitch roof area of the SSH offers a unique opportunity for solar power generation on both sides. Moving forward the possibility of grid back feed would be explored with the IOT Power Authority.



7. Internal photos

Looking towards the Service Station



Stand looking towards the CLA



Ladies ablution area

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8. External photos



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9. Architectural concept design



Figure 6

CROSS SECTION DIAGRAM

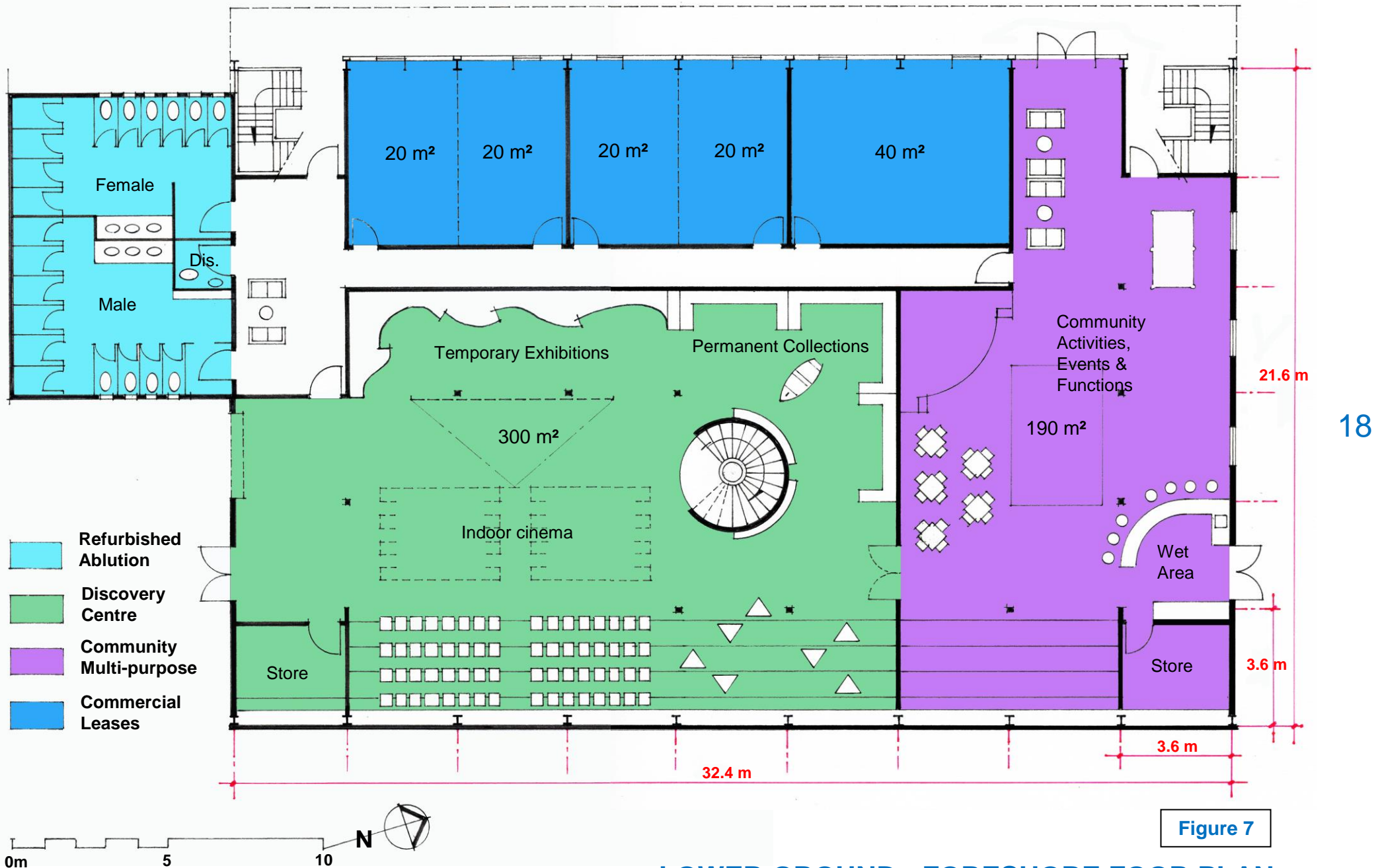


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LOWER GROUND - FORESHORE FOOT PLAN

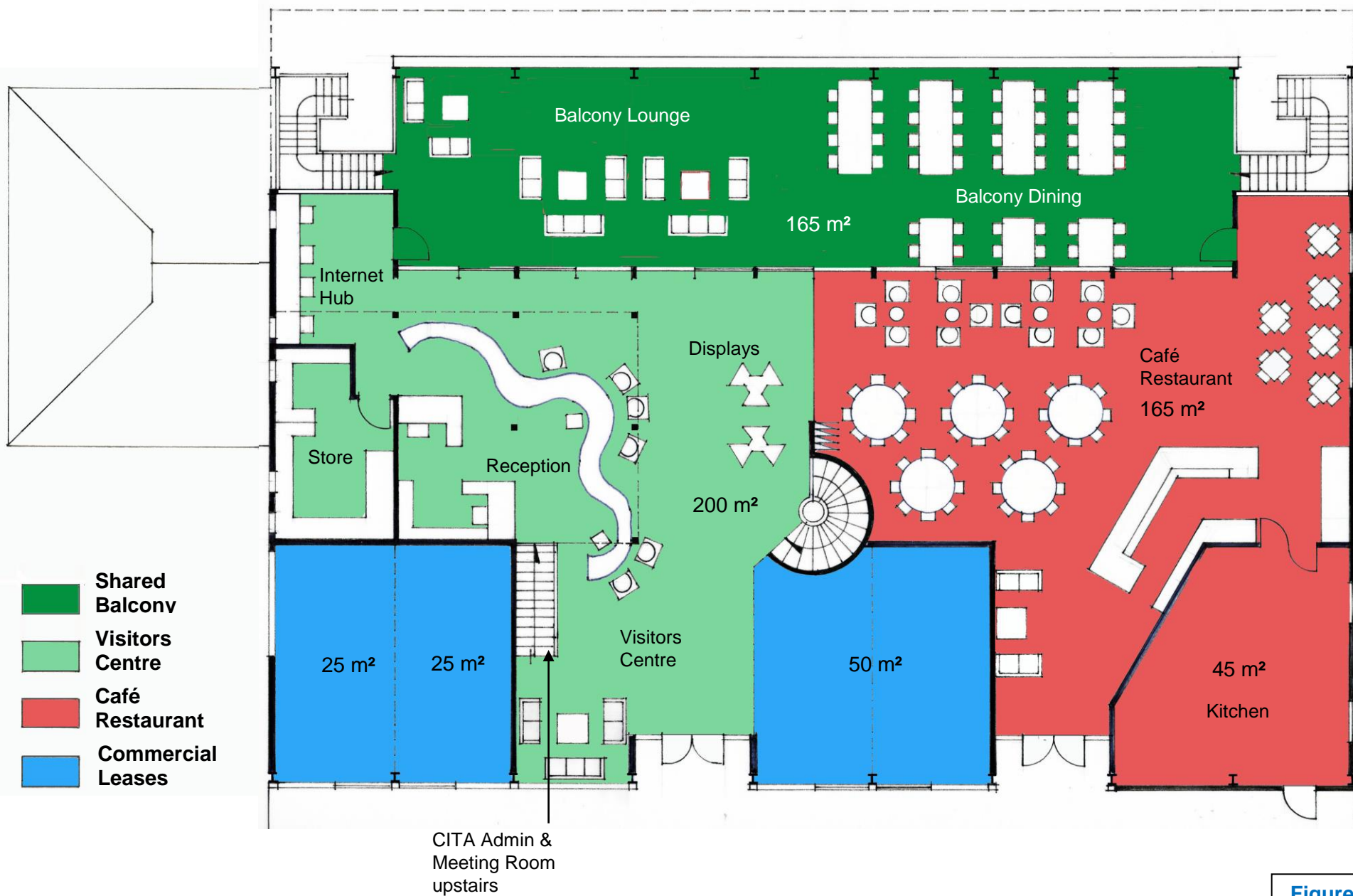


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Figure 8

UPPER GROUND - GAZE ROAD FLOOR PLAN

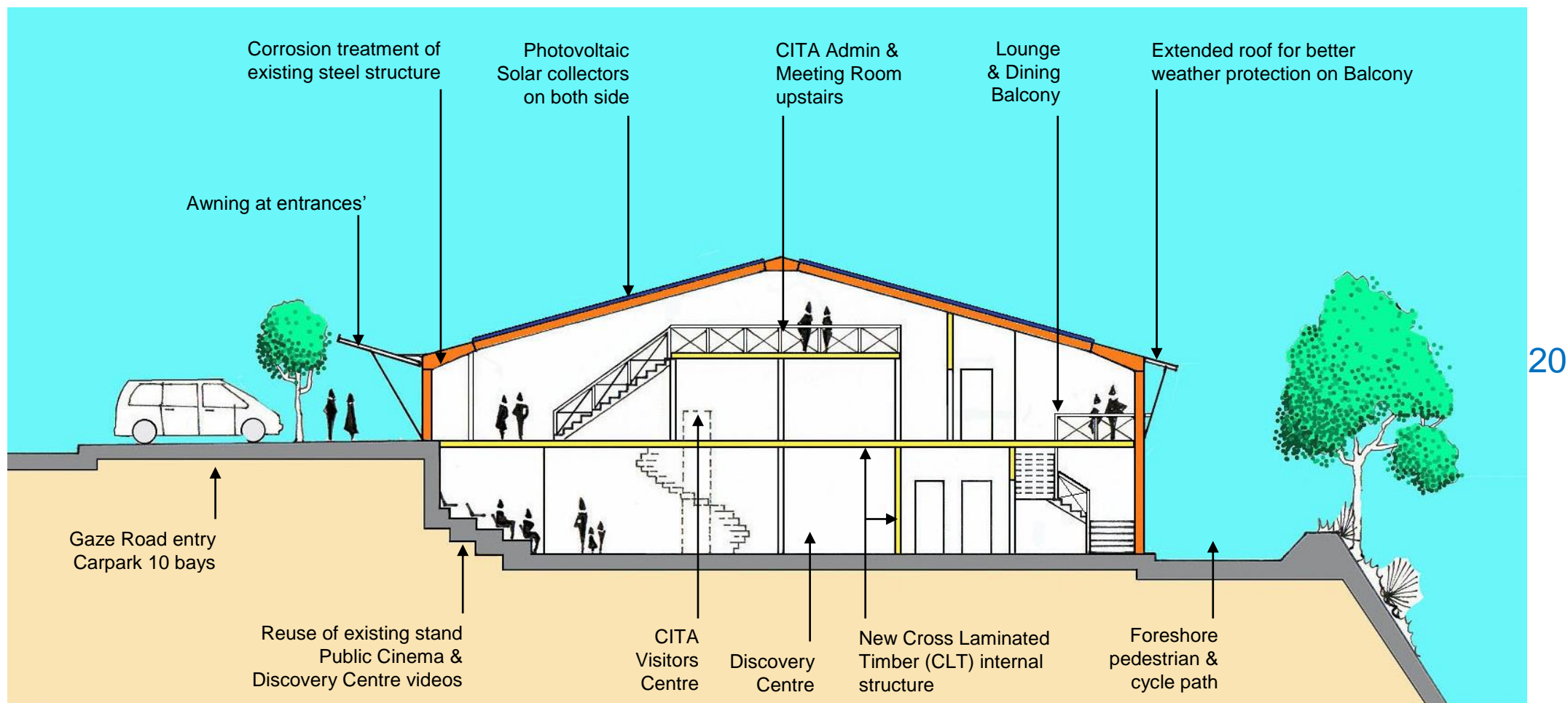


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Figure 9

CROSS SECTION LOOKING SOUTH



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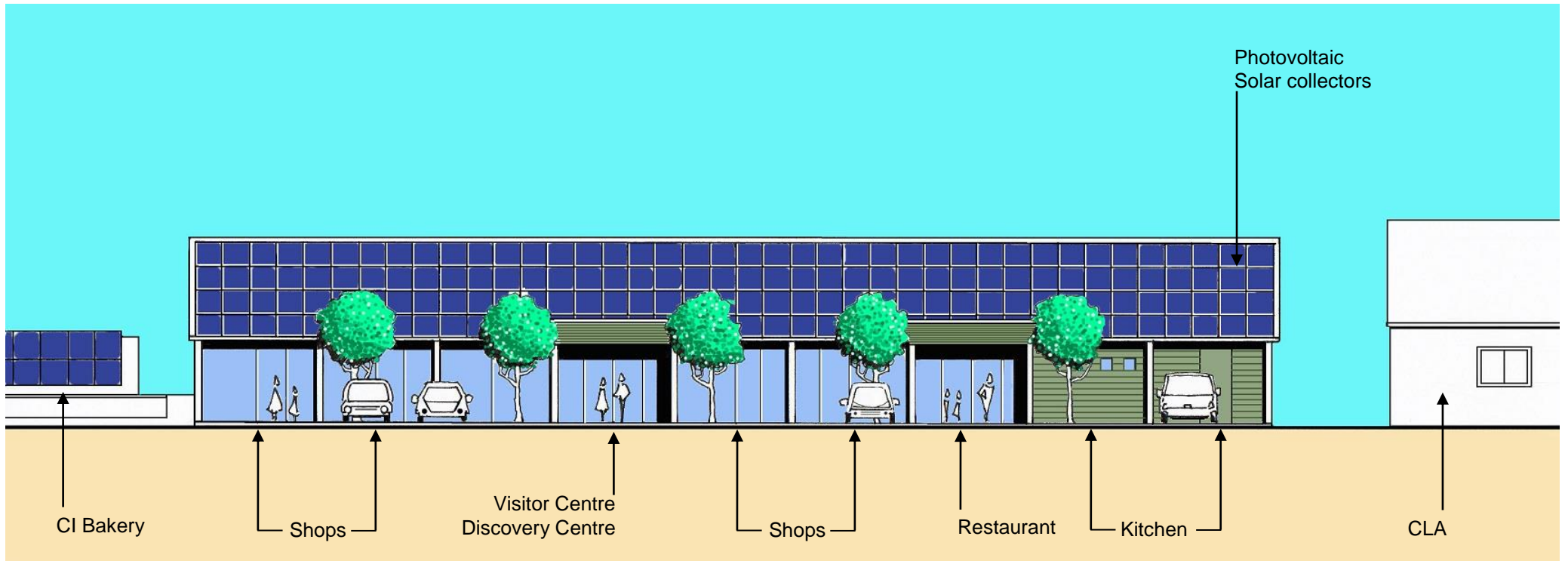


Figure 10

EAST ELEVATION – GAZE ROAD – MAIN ENTRY



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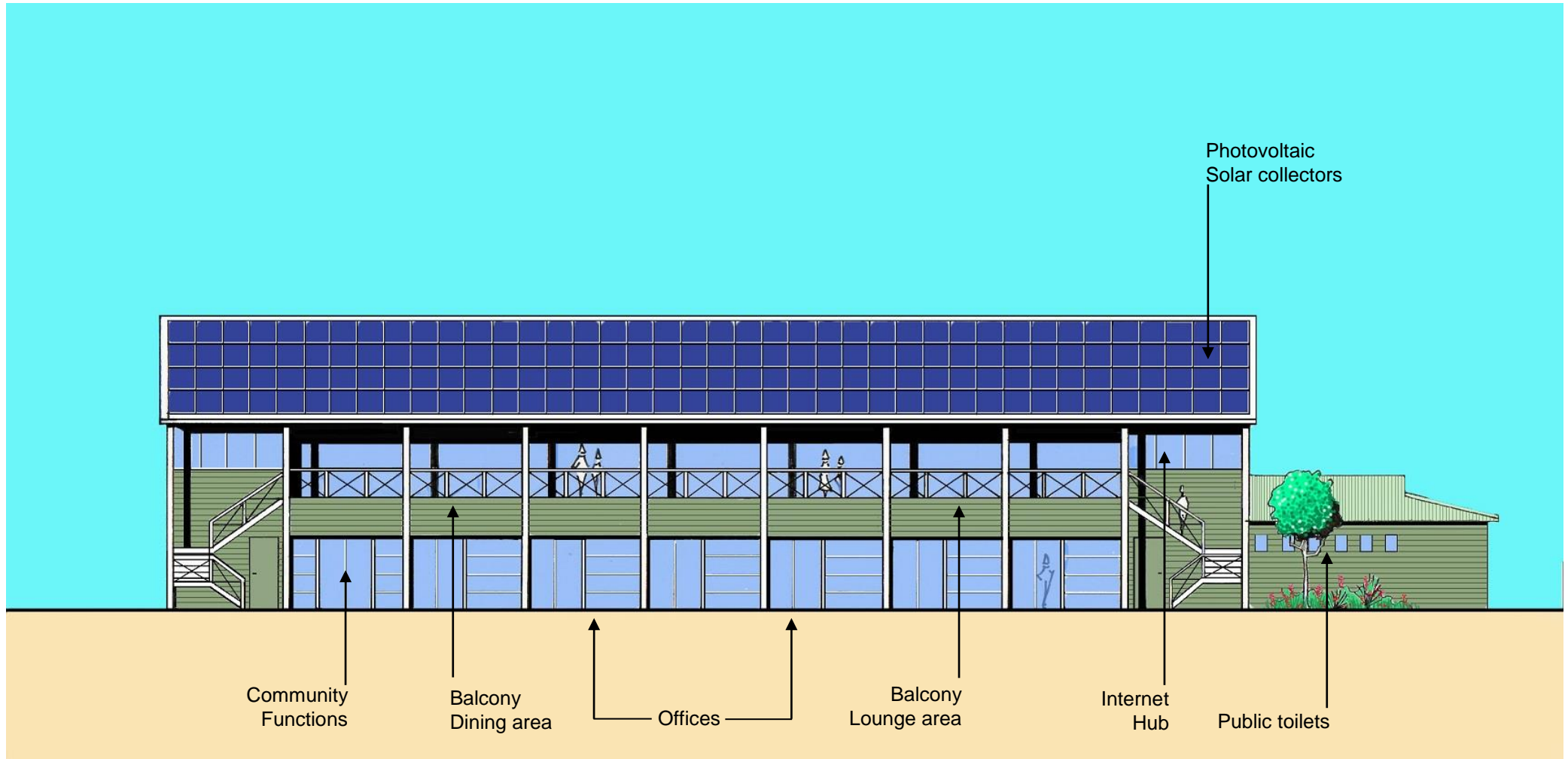


Figure 11

WEST ELEVATION – FORESHORE ACCESS



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Figure 12

SOUTH ELEVATION – DISCOVERY CENTRE / CINEMA ACCESS

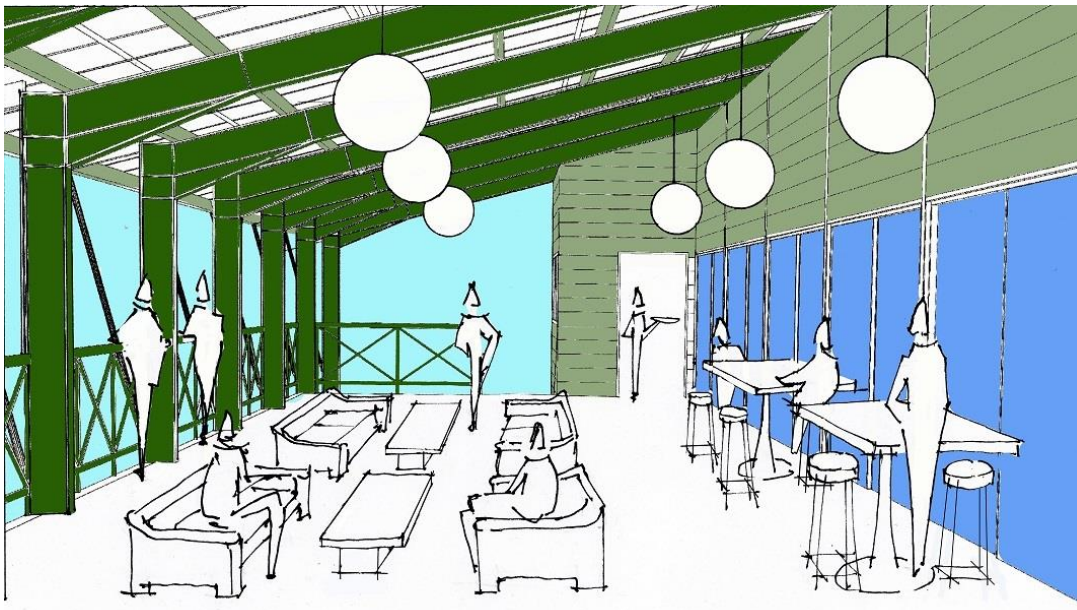


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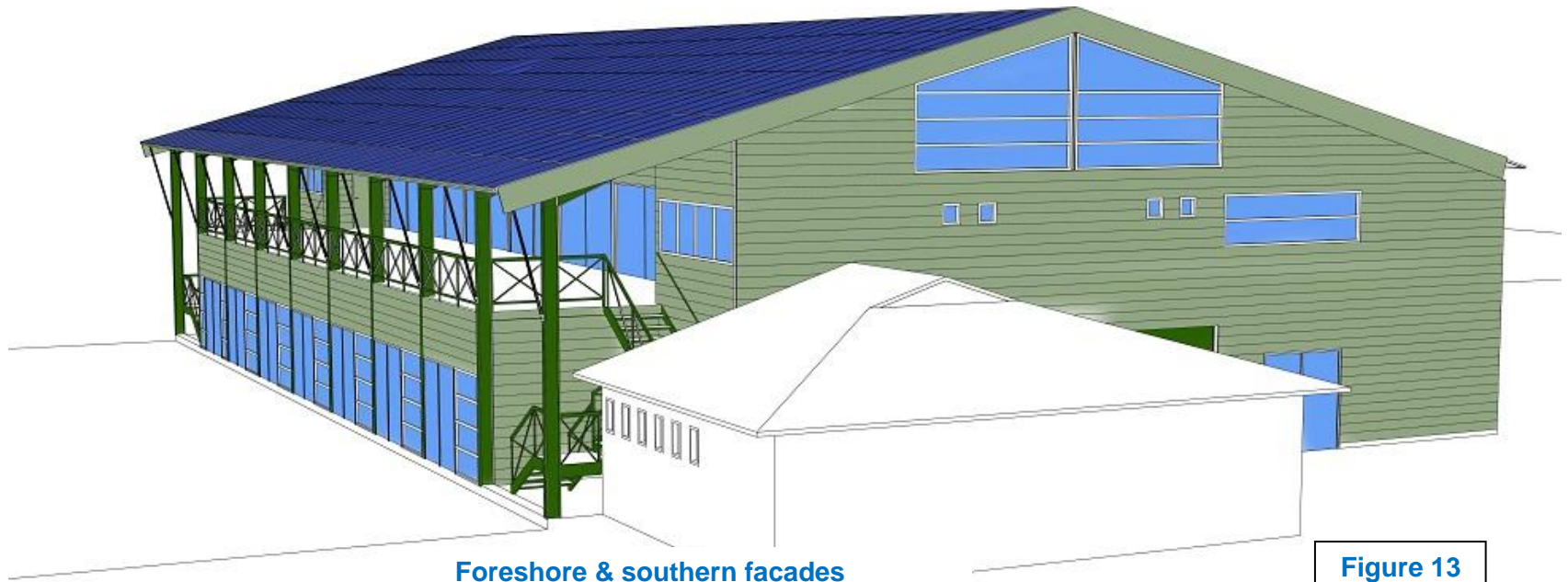
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Balcony area



Foreshore & southern facades

Figure 13

PERSPECTIVE VIEWS

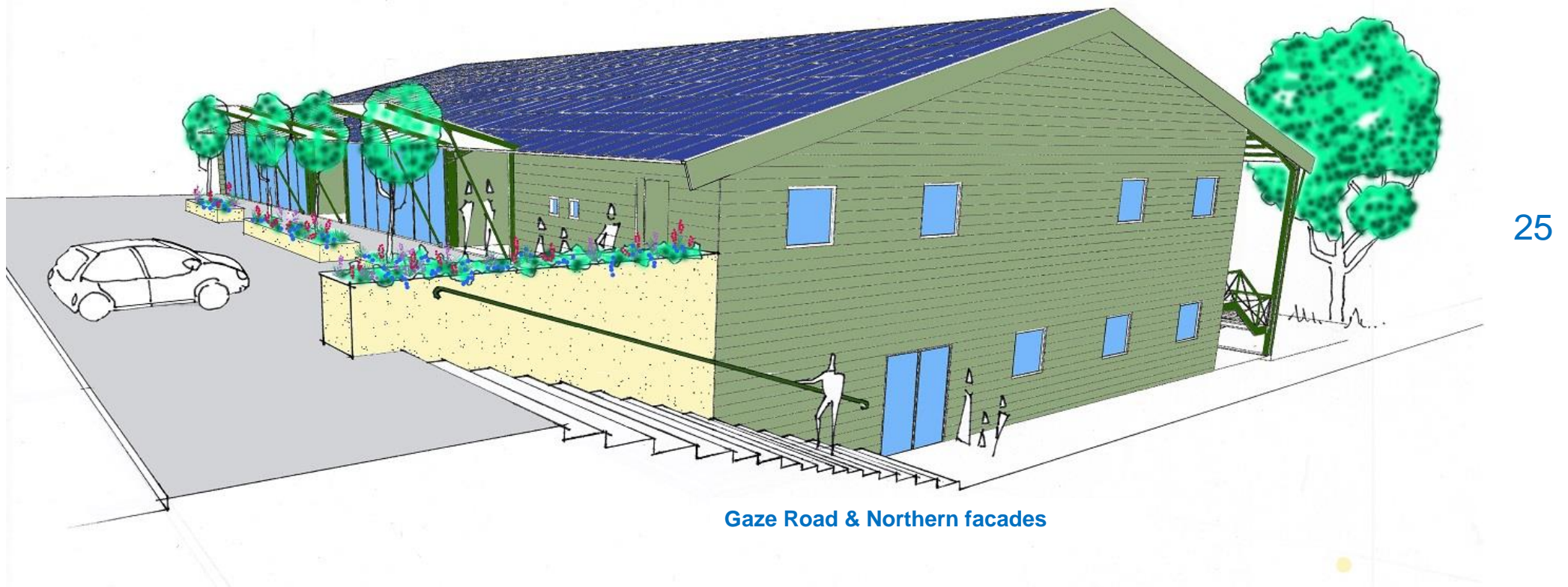


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Gaze Road & Northern facades

Figure 14

PERSPECTIVE VIEW

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10. Structure & materials

Existing primary structure

Preliminary assessment of the existing steel structure by McMahon Engineering in November 2015 has confirmed that with the exception of minor base column refurbishment in limited locations the steel primary structure is generally in sound condition and highly reusable.

In providing quotations for steel refurbishment works and roof replacement with purlins a 1m centres, McMahon has illustrated that a cost-effective refurbishment of the building structure is technically and structurally feasible.

Timber columns & flooring

It is proposed to use laminated timber columns and Cross Laminated Timber (CLT) as sub-structure for the floors. CLT is fabricated by bonding together timber boards with structural adhesives to produce a solid timber panel with each layer of the panel alternating between longitudinal and transverse lamellae.

This new and innovative building material provide excellent fire resistance as well as good noise and heat insulation. CLT elements are pre-cut at the factory from boards 160mm thick and up to 20m long permitting creation of smaller modules and allowing fast and efficient on site construction.

The SSH building set on a 3.6m x 3.6m grid is ideally suitable for CLT construction. Floor with hard wood floor finish could be shipped in 10.8m (3.6 m x 3) by 1.8 m (3.6 m / 2) modules.

Timber modules are easy to assemble and the main floor could be laid in less than a week by 3 to 4 workers only. They also offer quality interiors and enhanced sustainability rating.

Concrete polished floor

The key benefit of the refurbishment solution is to minimise project cost by reusing existing features where possible. It is proposed to polish the existing concrete floor with the expectation that the coarse black aggregates will provide a unique and original pattern.

Cladding

Given the harsh highly saline environment it is envisaged to use a cladding product made of synthetic/bamboo or hemp fibres to manage moisture in the building envelope.

This well tested material (available with many brands) does not crack, corrode nor rot. It is durable, fire and insect resistant and maintenance free. With 60% of organic content and most of the synthetic component originating from recycled plastic this cladding product has a high sustainability rating.

Ocean glass wall

One of the key attribute of the SSH is the ocean outlook.

To counter potential ocean born pressures (high winds, oceanic surges) the glass wall at lower level is divided in smaller sections with structural reinforcement behind. The aim of this approach is to minimise glazing cost and provide a safe and highly resistant façade system designed to withstand expected oceanic threats.



11. Christmas Island Skate Park

The use of the SSH building as a skate park has ceased since the passage of Cyclone Gillian in 2014. The lack of public visibility and passive surveillance together with outdated and somewhat unsafe skating infrastructure led the SoCI, in close consultation with the Community, to introduce a safer outdoor venue with additional youth activities on the foreshore north of the CLA.

To achieve such objective the SoCI sourced an appropriate design from **Convic Pty. Ltd.** (see Fig 15) and lodged in March 2017 a funding application to the **Building Better Regions Fund - Community Investments Stream.**

The Christmas Island Skate Park will be a key feature of the Foreshore Development on Christmas Island, enacting the recreation component of the Gaze Road Foreshore Urban Design Masterplan.

As CI pivots itself away from the previous economic driver that was the Immigration services into Tourism, it seeks to develop the unrealised potential of the foreshore area by establishing facilities to present a Tourist Visitor ready look combined with amenities for local residents.

The Skate Park will attract residents to utilise the Foreshore area as the newest node of the Gaze Road Urban Design Masterplan building on the recent additions of new parklands and the market night events area adjacent to the CLA.

Figure 15

Drawings by CONVIC Pty. Ltd.



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12. Management order with power to lease

The 14 May 1999 Crown Land Title in the name of the Commonwealth over Christmas Location 444 on Land Administration Diagram 92290 (see Fig.16) is also referred as Reserve 44534 (Lot 641 on Deposited Plan 41816) in Crown Land Title Volume 3134 Folio 146.

The **care, control and management** of the above reserve was placed with the SoCI on the 16 April 1999 **“to be utilised for the designated purpose of Recreation-Indoor Sports only”**

The WA Department of Lands has advised that there would be no issue with modifying the purpose of Reserve 44534 to accommodate activities similar to those shown in this document.

“Assuming the coffee shop/restaurant operates in conjunction with the key activities and the revenue is applied to the upkeep of the facilities, then the coffee shop/restaurant would be viewed as ancillary use.”

“Similarly, if the offices/shops are also associated with the key purposes and the rentals applied to the upkeep of the premises, then there are no issues. If the commercial tenancies were to operate separately from the nominated purposes and market rental applied, in Western Australia a lease would be the tenure of choice”.

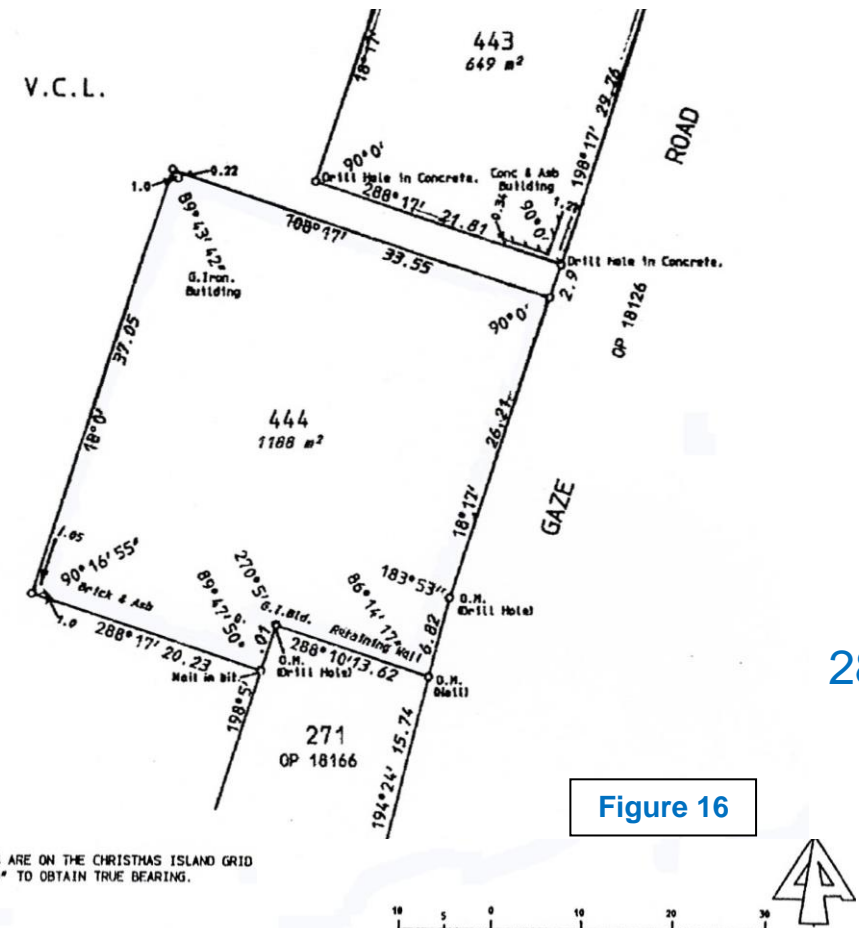


Figure 16

LAND DISTRICT CHRISTMAS		LOCATIONS 443 AND 444	
SURVEYOR'S CERTIFICATE I hereby certify that:- (a) This plan of survey is a correct and accurate representation of the survey carried out by me personally / under my personal supervision and recorded in the fieldbook lodged for the purpose of this plan of survey; (b) The measurements are in strict accordance with the Standard Surveyors' Ordinance of Surveyors Regulation 1981 and to particular regulations 23 and 34 of those regulations; and (c) This survey and this plan of survey are in strict accordance with the requirements of the Licensed Surveyors Ordinance of Surveyors Regulation 1981 and the relevant law in relation to which it is lodged. Licensed Surveyor: <i>[Signature]</i> Date: 3 Aug '95 Prepared by: AUSLIS In order for certification: <i>[Signature]</i> Date: 9-5-97 TYPE OF VALIDATION Full Audit: <i>[Signature]</i> Date: <i>[Blank]</i> Legal Component: <i>[Signature]</i> Date: 2.8.98 In order for further action: <i>[Signature]</i> Date: 16-10-95 AUTHORITY: CHRISTMAS ISLAND LOCALITY: CHRISTMAS ISLAND LOGGED: H.S.R. 13-5-98		SCALE 1:400 MEASUREMENTS IN METRES SURVEYOR: G.V. SULLIVAN FIELD BOOK 69525 Page 9 & 10 Date of Marking 21.6.95 AZIMUTH FROM OP 18166 LOCAL AUTHORITY: CHRISTMAS ISLAND LOCALITY: CHRISTMAS ISLAND LOGGED: H.S.R. 13-5-98	FILE 949/995 PUBLIC PLAN NO: ZX 94 02 7.08 RECORDED: P.H.S. Date: 22-4-98 SURVEY INDEX PLAN NO: ZX 94 02 7.08 RECORDED: P.H.S. Date: 22-4-98 DEPARTMENT OF LAND ADMINISTRATION DIAGRAM 92390



“Plan would be required to identify the leased area(s) and access (easements), at the applicant’s cost”.

Assuming that each of the nominated uses are associated with the purposes of Tourist Bureau, Interpretative/Discovery Centre, Museum & Community Functions, revoking the existing Management Order and changing the purpose of Reserve 44534 with a fresh Management Order **“with power to lease”** for a set timeframe is feasible.

Prior to proceeding with any changes, **approval** from the Commonwealth and **agreement** from the SoCI) would be required by the WA Department of Lands.

Documents would be prepared to that effect and the WA Department of Lands would arrange execution of the documents under delegation for lodgement at Landgate.

If Lease(s) were contemplated as a result of the **approval/agreement**, there would be requirement for:

- A Deposited Plan from a Licenced Surveyor:
- Valuations for the rentals and easements and
- Liaison with prospective Lessee(s) regarding the terms and conditions for the Lease(s)/Easement(s).

Execution of the documents and lodging of all the documents would then follow.

