

CITY OF COCKBURN

SUMMARY OF MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 11 DECEMBER 2014 AT 7:00 PM

	Page
1. DECLARATION OF MEETING.....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	3
3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER).....	3
4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	3
5 (OCM 11/12/2014) - APOLOGIES AND LEAVE OF ABSENCE	3
6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE	3
7 (OCM 11/12/2014) - PUBLIC QUESTION TIME	3
8. CONFIRMATION OF MINUTES.....	4
8.1 <u>(MINUTE NO 5414)</u> (OCM 11/12/2014) - ORDINARY COUNCIL MEETING - 13/11/2014.....	4
9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE.....	5
10 (OCM 11/12/2014) - DEPUTATIONS AND PETITIONS	5
11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	5
12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER	5
13. COUNCIL MATTERS.....	5
13.1 <u>(MINUTE NO 5415)</u> (OCM 11/12/2014) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 20/11/2014 (026/007) (S DOWNING) (ATTACH).....	6
13.2 <u>(MINUTE NO 5416)</u> (OCM 11/12/2014) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 27/11/2014 (086/003; 182/001; 182/002) (D GREEN) (ATTACH).....	7
13.3 <u>(MINUTE NO 5417)</u> (OCM 11/12/2014) - 2013/14 ANNUAL REPORT (S SEYMOUR-EYLES) (022/002) (ATTACH).....	9
14. PLANNING AND DEVELOPMENT DIVISION ISSUES	11
14.1 <u>(MINUTE NO 5418)</u> (OCM 11/12/2014) - PROPOSED NAMING FOR PUBLIC OPEN SPACE RESERVE 51315 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 8029 MEDINA PARADE, NORTH COOGEE - OWNER: PORT CATHERINE DEVELOPMENTS PTY LTD (6013930) (R CREEVEY/ A TROSIC) (ATTACH)	11

14.2	(<u>MINUTE NO 5419</u>) (OCM 11/12/2014) - STATE GOVERNMENT AGENCIES LOCATED IN COCKBURN - UPDATE LOCATION: CITY OF COCKBURN - OWNER: N/A (089/003) (R PLEASANT).....	17
14.3	(<u>MINUTE NO 5420</u>) (OCM 11/12/2014) - SALE OF LAND - LOT 65 ERPINGHAM ROAD & LOT 702 BELLIER PLACE, HAMILTON HILL - OWNER: CITY OF COCKBURN - SUBJECT CODE (2200882 & 2201061) (L GATT) (ATTACH).....	22
14.4	(<u>MINUTE NO 5421</u>) (OCM 11/12/2014) - PROPOSED MODIFICATION TO CELL 6 YANGETUP LOCAL STRUCTURE PLAN - LOCATION: LOT 9007 SCALA GARDENS, YANGETUP - OWNER: MULTIPLE LANDOWNERS - APPLICANT: CITY OF COCKBURN (110/101) (M CAIN) (ATTACH)	26
14.5	(<u>MINUTE NO 5422</u>) (OCM 11/12/2014) - PROPOSED STRUCTURE PLAN - LOCATION: 83 MELL ROAD, SPEARWOOD - OWNER: MULTIPLE LANDOWNERS - APPLICANT: CITY OF COCKBURN - (110/101) (M CAIN) (ATTACH).....	30
14.6	(<u>MINUTE NO 5423</u>) (OCM 11/12/2014) - INITIATION OF AMENDMENT 108 - EXTENSION OF DEVELOPMENT AREA 33 TO INCLUDE THE POWER STATION (109/044) (C CATHERWOOD) (ATTACH)	34
14.7	(<u>MINUTE NO 5424</u>) (OCM 11/12/2014) - PROPOSED LOCAL STRUCTURE PLAN - LOTS 1, 810 & 111 WATTLEUP ROAD, HAMMOND PARK - OWNER: VARIOUS - APPLICANT: ROBERTS DAY (110/107) (C HOSSEN) (ATTACH)	38
14.8	(<u>MINUTE NO 5425</u>) (OCM 11/12/2014) - ECONOMIC DEVELOPMENT DIRECTIONS STRATEGY LOCATION: CITY OF COCKBURN OWNER: N/A (059/003) (R PLEASANT) (ATTACH)	44
14.9	(<u>MINUTE NO 5426</u>) (OCM 11/12/2014) - SALE OF LAND - PART OF LOT 9003 YANGETUP ROAD, BEELIAR - APPLICANT: CCI GROUP - OWNER: CITY OF COCKBURN (6015949) (K SIM) (ATTACH).....	52
14.10	(<u>MINUTE NO 5427</u>) (OCM 11/12/2014) - PROPOSED VARIATION TO ROBB JETTY LOCAL STRUCTURE PLAN: VARIOUS LOTS, NORTH COOGEE APPLICANT: LANDCORP (110/063) (C CATHERWOOD) (ATTACH)	55
15.	FINANCE AND CORPORATE SERVICES DIVISION ISSUES	62
15.1	(<u>MINUTE NO 5428</u>) (OCM 11/12/2014) - LIST OF CREDITORS PAID - OCTOBER 2014 (076/001) (N MAURICIO) (ATTACH)	62
15.2	(<u>MINUTE NO 5429</u>) (OCM 11/12/2014) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2014 (071/001) (N MAURICIO) (ATTACH).....	64
16.	ENGINEERING AND WORKS DIVISION ISSUES.....	71
16.1	(<u>MINUTE NO 5430</u>) (OCM 11/12/2014) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE - GRAFFITI (038/004;013/004) (J KIURSKI) (ATTACH)	71
16.2	(<u>MINUTE NO 5431</u>) (OCM 11/12/2014) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE - BUS SERVICES IN COOLBELLUP (164/001) (J MCDONALD).....	75

16.3	(<u>MINUTE NO 5432</u>) (OCM 11/12/2014) - TENDER NO. RFT14/2014 - STREET LIGHTING - SUPPLY AND INSTALLATION ON NORTH LAKE ROAD (FROM HAMMOND ROAD TO KENTUCKY COURT), COCKBURN CENTRAL (RFT14/2014) (C MACMILLAN, J KIURSKI) (ATTACH)	80
16.4	(MINUTE NO 5433) (OCM 11/12/2014) - OPERATIONS CENTRE REDEVELOPMENT (045/001) (A LEES) (ATTACH).....	89
17.	COMMUNITY SERVICES DIVISION ISSUES.....	94
17.1	(<u>MINUTE NO 5434</u>) (OCM 11/12/2014) - WESTERN SUBURBS SKATE PARK CONSTRUCTION (016/011) (G BOWMAN) (ATTACH)	94
18.	EXECUTIVE DIVISION ISSUES	99
18.1	(<u>MINUTE NO 5435</u>) (OCM 11/12/2014) - MINUTES OF THE CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE - 20 NOVEMBER 2014	99
19.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	100
20.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING.....	100
21.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS	101
21.1	(<u>MINUTE NO 5436</u>) (OCM 11/12/2014) - AMALGAMATION RECOMMENDATION - POLL OF ELECTORS - 7 FEBRUARY 2015 (085/007) (D GREEN) (ATTACH).....	101
22.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	104
23.	CONFIDENTIAL BUSINESS.....	104
23.1	(<u>MINUTE NO 5437</u>) (OCM 11/12/2014) - APPOINTMENT OF THE DIRECTOR OF ENGINEERING AND WORKS (1054) (S CAIN) (ATTACH)	104
24	(<u>MINUTE NO 5438</u>) (OCM 11/12/2014) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995).....	105
25	(OCM 11/12/2014) - CLOSURE OF THE MEETING	106

CITY OF COCKBURN

MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 11 DECEMBER 2014 AT 7:00 PM

PRESENT:

ELECTED MEMBERS

Mr L Howlett	-	Mayor (Presiding Member)
Mrs C Reeve-Fowkes	-	Deputy Mayor
Ms L Wetton	-	Councillor
Mr Y Mubarakai	-	Councillor
Mr S Portelli	-	Councillor
Ms L Smith	-	Councillor
Mr S Pratt	-	Councillor
Mr B Houwen	-	Councillor
Mr P Eva	-	Councillor

IN ATTENDANCE

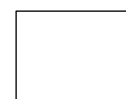
Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr M. Littleton	-	Director, Engineering & Works
Mr D. Arndt	-	Director, Planning & Development
Mrs L. Jakovich	-	PA to Directors Planning & Development, and Engineering & Works
Ms L. Boyanich	-	Media Liaison Officer

1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 7.05 pm and welcomed everyone attending.

The Presiding Member made the following announcements.

During the Celebrate Ability Day event on Friday 5 December I presented a number of 'Inclusion' Awards to students who had demonstrated their commitment to encourage, welcome and support people with disability in their schools and community.



Award recipients were:

- Alisha Kay
- Sunshine Pavlovic
- Ryan Forbister
- Jasmine Scally

The City was a recipient of a highly commended and a category win in the 2014 Children's Environment & Health Local Government Report Card Project sponsored by WALGA, Healthways and the Public Health Advocacy Unit of Western Australia. The Report Card recognises local governments who take innovative and holistic approaches in advancing children's environment and health strategy development. This is reflected at both the policy and action levels.

On Sunday evening the 2014 City of Cockburn Inspirational Volunteer Awards night was held in Manning Park. Over 100 nominations were received for the six award categories and is a testament to the volunteers that make an amazing contribution to our community.

The 2014 City of Cockburn Inspirational Volunteer Award was a joint award. The recipients were:

Serena Anderson and Shogo Williams - Matsuoka

Congratulations go to the Spearwood Primary School for the range of events and activities held throughout 2014 in celebration of the centenary of their school and in the case of the Spearwood Alternative School their school's 30th anniversary and the centenary of the actual school site.

Local Government Reform

The circumstances as they stand at this point in time is that a poll will be conducted in both the City of Kwinana and the City of Cockburn as a result of the requisite petitions being presented to the Minister for Local Government & Communities.

The polls are to be held on Saturday 7 February, 2015 and subject to Council's consideration on a Late Agenda Item tonight the voting will be conducted by the West Australian Electoral Commission using the postal ballot method. Polls are also to be conducted in the Town of East Fremantle, The City of South Perth and the Town of Victoria Park.

Given the State Government's acceptance of boundary changes in the majority of the Perth metropolitan area those communities will not have the opportunity to have a Poll, thus denying their communities of a say in the local government reform process.



It has been a tumultuous year and I am certain that 2015 will be much the same given the angst in our community.

Doreen Wallis

On behalf of Elected Members I convey our heartfelt condolences to the Wallis and Allen families on the passing of Mrs Doreen Wallis, mother in-law of Cllr Kevin Allen. Our thoughts are with their families at this time.

In closing, on behalf of the Elected Members I take this opportunity to convey our best wishes for the festive season and the New Year to the City's staff and our community.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.

3. DISCLAIMER (To be read aloud by Presiding Member)

Members of the public, who attend Council Meetings, should not act immediately on anything they hear at the Meetings, without first seeking clarification of Council's position. Persons are advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.

4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)

Nil

5 (OCM 11/12/2014) - APOLOGIES AND LEAVE OF ABSENCE

- Cllr Steven Portelli – Apology

6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

7 (OCM 11/12/2014) - PUBLIC QUESTION TIME

Items not on the Agenda

Ray Woodcock, Spearwood – Pontoons at Coogee Beach

Q1. Can I be informed of what discussions have taken place on a pontoon to be placed at Coogee Beach jetty?



- A1. This question will be taken on notice and answered in writing.
- Q2. Have the Councillors noticed a picture in the West Australian dated Wednesday 3 December 2014 of a shark jumping clearly out of the water at the beach at Coffs Harbour. Now do you believe that the shark barrier at Coogee Beach is a barrier providing protection for swimmers? This shark barrier I believe is no barrier to them at all.

Michael Separovich, Munster – Mural on the rail bridge over Beeliar Drive.

Q1. Does Brookfield know what the cause of this mural falling off was? If this gets repaired and the cause is not rectified, this could happen again and fall onto traffic once this road gets widened to a dual carriage way. There will be a lot of traffic on this side when this gets widened and it will become dangerous; so has the underlined cause been identified by Council.

A1. The City did commission a report back in 2005 when the mural on the southern side fell. We were able to discover why the structure fell when the northern side was structurally sound; therefore, we have sought another engineering opinion as to what may have caused the northern side to fail and we will use that information to be provided back to the owner of the bridge. The owner of the bridge is not the City of Cockburn, it is the state government.

Q2. The issue is not the structural integrity of it; it would be the potential consequences of the mural falling off onto the road which will be getting built sometime next year for memory, the widening of Beeliar Drive.

A2. This is why we are seeing the report now, noting that PTA have fenced the area and it is important for us to ascertain what's caused this and to reach a resolution and get on to PTA to get this fixed and as you know the City is intending to build a road way through there. Whilst we can remove the debris from the road reservation, we want to make sure that it is not only reinstated in its proper format, but we don't want this to fail again.

8. CONFIRMATION OF MINUTES

8.1 **(MINUTE NO 5414) (OCM 11/12/2014) - ORDINARY COUNCIL MEETING - 13/11/2014**

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 13 November 2014 as a true and accurate record.



COUNCIL DECISION

MOVED Clr S Pratt SECONDED Clr L Wetton that the recommendation be adopted.

CARRIED 9/0

9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

Nil

10 (OCM 11/12/2014) - DEPUTATIONS AND PETITIONS

- The Cockburn Aboriginal Reference Group, represented by Mr Leonard Thorne, Mr Ron Bradfield, Mr Stephen Loo and Ms San Mourish in relation to Item 14.1.

11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (If adjourned)

Nil

12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER

Nil

13. COUNCIL MATTERS

NOTE: AT THIS POINT IN THE MEETING, THE TIME BEING 7.39 PM THE FOLLOWING ITEMS WERE CARRIED BY AN “EN BLOC” RESOLUTION OF COMMITTEE:

13.1	14.2	14.7	15.1	16.1	18.1
13.3	14.4	14.8		16.3	
	14.6	14.10		16.4	



13.1 (MINUTE NO 5415) (OCM 11/12/2014) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 20/11/2014 (026/007) (S DOWNING) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 20 November 2014, and adopts the recommendations contained therein.

COUNCIL DECISION

MOVED Cllr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

A meeting of the Audit and Strategic Finance Committee was conducted on 20 November 2014.

Submission

N/A

Report

The Audit and Strategic Finance Committee received and considered the following items:

1. Business Continuity Plan 2014 – Policy & Framework
2. Draft 2014 Organisational Risk Registers & Enterprise Risk Management Strategy 2013-2015
3. Legal Proceedings between Council and Other Parties
4. Annual Financial Statements 2013/14

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.
- Manage our financial and infrastructure assets to provide a sustainable future.



- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

As contained in the Minutes.

Community Consultation

N/A

Attachment(s)

Minutes of the Audit & Strategic Finance Committee Meeting – 20 November 2014.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

13.2 (MINUTE NO 5416) (OCM 11/12/2014) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 27/11/2014 (086/003; 182/001; 182/002) (D GREEN) (ATTACH)

RECOMMENDATION

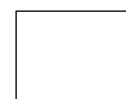
That Council receive the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 27 November 2014, and adopts the recommendation contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr Y Mubarakai that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0



Background

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 20 November 2014. The Minutes of the meeting are required to be presented.

Submission

N/A

Report

The Committee recommendations are now presented for consideration by Council and if accepted, are endorsed as the decisions of Council. Any Elected Member may withdraw any item from the Committee meeting for discussion and propose an alternative recommendation for Council's consideration. Any such items will be dealt with separately, as provided for in Council's Standing Orders.

The primary focus of this meeting was to review Policies and Position Statements and associated Delegated Authorities relevant to Finance and Corporate Services, including those DAPPS which were required to be reviewed on an as needs basis.

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.
- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

N/A



Community Consultation

As contained in the Minutes.

Attachment(s)

Minutes of the Delegated Authorities, Policies & Position Statements Committee Meeting – 27 November 2014.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

13.3 (MINUTE NO 5417) (OCM 11/12/2014) - 2013/14 ANNUAL REPORT (S SEYMOUR-EYLES) (022/002) (ATTACH)

RECOMMENDATION

That Council accepts the 2013/14 Annual Report, in accordance with Section 5.54(1) of the Local Government Act, 1995, as shown in the attachment to the Agenda.

COUNCIL DECISION

MOVED Cllr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

Council is required to accept the 2013/14 Annual Report to enable it to be available for the Annual Electors Meeting, scheduled to be held on Tuesday, 3 February 2015. The Local Government Act 1995 ('the Act') requires Council to accept the Report no later than 31 December each year. Elected Members were provided with the Financial Report and Auditor's Report at the Audit and Strategic Finance Committee meeting 20 November 2014, the Minutes of which are presented at this Council Meeting. This report now being presented to Council will be consolidated with the concise financial report in time for the Annual



Electors Meeting. The full financial report will be available on the City's website.

Submission

N/A

Report

The 2013/14 Annual Report is provided in conformity with the following requirements of the Act and contains:

1. Mayoral Report
2. Chief Executive Officer's Report
3. Measurement of performance data
4. Overview of the Plan for the Future of the District
5. Report in relation to the Complaints Register subject to Section 5.121 of the Act
6. Report required under Section 29(2) of the Disabilities Services Act 1993
7. Divisional Reports
8. Financial Statements (presented separately in the Minutes of the Audit and Strategic Finance Committee meeting, shown at Item 13 of this Council meeting)
9. Auditor's Report
10. Remuneration of Senior Employees

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

The cost of producing 100 copies of the Report is provided for in Council's Municipal Budget.

Legal Implications

Sec 5.54 of the Local Government Act 1995 refers. Other statutory information is provided in the Report.

Community Consultation

The Report will be available for public access at the Annual Electors Meeting to be held on 3 February 2015.



Attachment(s)

2013/14 Annual Report.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (MINUTE NO 5418) (OCM 11/12/2014) - PROPOSED NAMING FOR PUBLIC OPEN SPACE RESERVE 51315 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 8029 MEDINA PARADE, NORTH COOGEE - OWNER: PORT CATHERINE DEVELOPMENTS PTY LTD (6013930) (R CREEVEY/ A TROSIC) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse the name 'Ngarkal' Beach' for Reserve 51315 (Lot 8029) Medina Parade, North Coogee and refer it to the Geographic Names Committee with a request for their approval of the name;
- (2) advise the developer, Port Catherine Developments Pty Ltd and submitters of Council's decision; and
- (3) requests officers to organise the erection of appropriate signage to interpret and explain the story of Ngarkal Beach.

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Clr K Allen that Council defers consideration of this matter pending further consultation and investigation.

MOTION LOST 4/5

MOVED Mayor L Howlett SECONDED Clr S Pratt that the officer's recommendation be adopted.

CARRIED 6/3



Mayor Logan Howlett asked that all the names be recorded.

Against

Cr Carol Reeve-Fowkes; Cr Kevin Allen; Cr Phil Eva

For

Mayor Logan Howlett; Cr Leanne Smith; Cr Bart Houwen; Cr Stephen Pratt; Cr Lindsey Wetton; Cr Yaz Mubarakai.

Background

The City previously received a request for the naming of public open space reserve 51315 (Lot 8029 Medina Parade), which is the beach area within the Port Coogee development. The area is shown in the attachment named Location Plan.

The reserve request was further to a submission received from a local Nyungar community member for the name 'Djenark Beach', which intended to capture and link to the local Nyungar history and their family's memories of the beach environment. However after further consultation with other local Nyungar community groups, it was discovered that the word 'Djenark' was not the best word to describe 'seagull' in the local Nyungar dialect. This version of the spelling actually had a negative meaning which was not desired to have associated with an iconic beach area.

To address this issue, the City via its Aboriginal Community Development Officer has been working with the local Nyungar communities to discover the most appropriate wording for the beach and seagull story. This is 'Ngarkal Beach'.

In accordance with Council policy and delegation, the request was considered according to Council Policy PSPD20 (Naming of Parks and Reserves) and the Geographic Names Committee ("GNC") Principles, Guidelines and Procedures document. It was deemed consistent with these.

The purpose of this report is to now consider this replacement name request.

Submission

N/A.



Report

At the Council meeting held on 12 December 2013, Council resolved to:

- (1) *endorse the name 'Djenark Cove' for Reserve 51315 (Lot 8029) Medina Parade, North Coogee and refer it to the Geographic Names Committee with a request for their approval of the name;*
- (2) *advise the developer of the Port Coogee subdivision and submitters of Council's decision.*

In accordance with Council's resolution, the name was referred to the Geographic Names Committee with request for their approval of the name. Following this, it was discovered that 'Djenark' was not the best word used to describe the 'seagull'. Following further liaison with the local Nyungar community, agreement was reached that the best word to describe the bird in the story was 'Ngarkal'.

To affect this change, GNC requested a new round of community consultation to be undertaken. This was done via newspaper advertisement in the 23 September 2014 edition of the Cockburn Gazette, seeking support for the beach name.

Public Advertising

During advertising 6 submissions were received; 5 suggesting their own alternate name suggestions and 1 submission of support from the Aboriginal Reference Group together working with the local Nyungar community. The alternative suggested names included the likes of Marina Cove; Sunsets; Sunset Cove; Moonlight Cove; Robbs Bay Beach; Robbs Bay; Clarence Inlet.

Officers believe that maintaining an Aboriginal name for the beach is very important. The story associated with the Ngarkal Beach is considered very relevant and appropriate for the beach. This has been emphasised in the submission received from the City's Aboriginal Reference Group. The recap of the story follows:

Name	Submitted justification
Ngarkal Beach	<p>Port Coogee area was a place where the local Nyungar people camped in the 70's and was named "Seagull Camp." Ngarkal is the local Nyungar name for the gull.</p> <p>The gull is forced to fight a reputation for being a pest. Too many people, gulls are dirty, pesky thieves that seem to appear from nowhere to steal our seaside fish and chips – but to the Nyungar they play an important</p>

	<p>spiritual role that dates back to the end of the Ice Age.</p> <p>Nyungar tradition tells of the time before the sea levels rose, some 7500 years ago, when Rottnest and Garden islands were coastal hills. The Nyungar believed that the spirits of unborn children waited for their mothers in special places such as lakes and outcrops so, as the sea rose; these "spirit children" were cut off from any chance of finding a mother and being born into the real world.</p> <p>Seabirds - particularly Ngarkal, the seagull - maintain the spiritual link between Nyungar country and the spirits trapped on the islands and beneath the sea, by flying between the coast and the islands.</p> <p>When a gull is seen washing its beak in the river's fresh water it is said to be releasing the spirits it has gathered at sea back into the landscape so that they can at last find a mother and fulfil their destinies as human beings.</p> <p>Perhaps the best known Australian sea bird, the silver gull has a strong pecking order – the "top gull" often seen making frantic efforts to chase all other gulls from a food source.</p> <p>An aggressive and hardy scavenger, it has adapted well to civilisation, and, given the chance, thrives around rubbish dumps and sewage outlets, picking up a variety of nasty diseases, including salmonella, earning them a reputation as "rats of the sky".</p> <p>It also enjoys a bath in our reservoirs and is attracted to fishing boats and insect-luring street lights.</p> <p>In its natural state it seeks out colonies of breeding terns, where it steals eggs and chicks.</p> <p>In the Perth area gulls are most numerous within 30km of Fremantle and become scarcer away from the islands it needs for breeding, which include not only Rottnest and Garden islands but just about every smaller island from Penguin Island in the south to Lancelin Island in the north.</p> <p>On Carnac Island their eggs and chicks are the main food source for tiger snakes, nearly all of which are blinded by attacking gulls at an early age but still manage to find and eat their favourite food using their</p>
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	<p>keen senses of smell and heat sensitivity.</p> <p>Seen singly, in pairs or in flocks of up to 300 – sometimes up to 5000 when flying to their roosts – silver gulls breed from mid-March to mid-December, building a nest of seaweed, small sticks and feathers in a shallow scrape in the ground.</p> <p>In this the hen gull lays, one to three pale brown to dark olive-green eggs, blotched with dark brown or black</p> <p>I also believe given the current situation at Port Coogee and surrounding areas that the Seagull is something you relate the beach. And something our kids will relate to.</p>
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The City's Aboriginal Reference Group writes that:

“since the decision to change the name to reflect the correct and most agreed upon Nyungar word for 'Seagull Beach', there has been widespread consultation with Aboriginal linguists, Elders, academics and community members. Agreement was achieved across a range of people with knowledge and understanding of Nyungar language, that the appropriate word to use for 'Seagull' is 'Ngarkal'.

The Aboriginal Reference Group has been fully involved in the change of name, from the previous one of 'Djenark' to the current one of 'Ngarkal', and is supportive of the new name being applied to Port Coogee beach.

At the Aboriginal Reference Group meeting on 18 August 2014, this change of name was discussed in some detail, and consensus was reached across all members present that the name 'Ngarkal' should be accepted. This agreement was minuted.

One of the Aboriginal Reference Group members had some involvement in the proposal of the 'Seagull' story for Port Coogee beach, as it was her elderly mother who had passed this story down. The Cox family were thrilled that this story was selected in the naming process for the beach. It is particularly significant to them now, as the grandmother has since passed away.

We hope that the name 'Ngarkal Beach' can now be the one adopted, and we can move forward with signage and displaying the story of the 'Seagulls'.”

This is considered important justification as to why the City should support the name. While there was one submission not supporting the



name, the reason given was for a potential word association. Hearing however the correct phonetic pronunciation of the name reveals that there shouldn't be such potential confusion. This in part explains the officer recommendation of having the phonetic pronunciation included in the signage.

In respect of Nyungar names, these are also particularly encouraged by the GNC guidelines under Section 4 as follows:

4: Recognition and Use of Indigenous Names

The GNC is committed to the promotion, preservation and restoration of Indigenous culture within Western Australia. This is acknowledged by a preference being given to Indigenous names where possible.

The use of Indigenous names is encouraged and the collection and compilation of recorded Indigenous topographic names is supported.

This is considered particularly important justification which elevates consideration of these names above those alternate suggestions received during consultation. It is also worth noting that Council's 2013-2016 Reconciliation Action Plan (under Action 12) seeks to encourage the use of Aboriginal names for, inter alia, Cockburn sites and reserves.

Specifically it states:

12	SIGNAGE AND NAMING:			
	12.1 Create a list of appropriate Nyungar names to be used in naming Cockburn sites, roads and trails.	Family Services Manager	Ongoing	List is developed and accessed for signage and naming purposes.
	12.2 Encourage dual language on public signs, such as park signs, welcoming signs etc. where possible, plus historical descriptions of the land use.	Manager Parks Environment	July 2015 Existing	Where possible and appropriate dual language is used.
	12.3 Encourage the use of Aboriginal names for buildings/parks.	Manager Parks Environment	July 2014	Use of appropriate Aboriginal names/words for buildings or parks is considered in planning.

Adopting the replacement name of Ngarkal Beach would be an achievement of the above actions.

The justification provided in support of the naming amendment to Ngarkal Beach is considered very comprehensive and importantly provides the opportunity to tell a very meaningful story about the beach area. It is recommended that this be adopted by Council.



Strategic Plan/Policy Implications

Lifestyle and Aspiration Achievement

- To foster a sense of community spirit within the district generally and neighbourhoods in particular.

Budget/Financial Implications

N/A

Legal Implications

N/A.

Community Consultation

Public consultation was undertaken as per Council policy and the GNC guidelines.

Attachment(s)

Location Plan

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 December Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.2 **(MINUTE NO 5419) (OCM 11/12/2014) - STATE GOVERNMENT AGENCIES LOCATED IN COCKBURN - UPDATE LOCATION: CITY OF COCKBURN - OWNER: N/A (089/003) (R PLEASANT)**

RECOMMENDATION

That Council:

- (1) notes the number of state government agencies now located within the Cockburn Central precinct; and
- (2) continues to work with Landcorp to utilise Cockburn Central as a test case to implement the recommendations of the Economic Development Directions Strategy.



COUNCIL DECISION

MOVED C/r L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

Council via notice of motion requested the preparation of a report to a future meeting of Council to address the opportunity of State Government department(s) being re-located to the City of Cockburn.

This report presents a response by providing an update on the State Government Departments that have located to Cockburn within this time period and specifically the work undertaken to attract development at Cockburn Central.

Submission

N/A

Report

Major services, including government agencies are generally attracted to town and City centres where good levels of accessibility exists for a wide catchment of the community, generally at a regional level. There is also a correlation between an attractive town centre environment being able to attract non-retail uses to it, such as professional office based uses like public sector services.

Historically State Government agencies have provided small regional branches within middle ring local government areas like Cockburn, with the majority of agencies residing in the City of Perth. The strong public sector agencies of state governments within Australia, compared for example with North American city counterparts where the public sector is comparably smaller, has seen the concentration of such agencies within city centres maintain the predominance of the central city in the Perth metropolitan context. Such predominance however has made the decentralisation of employment to sub-regional locations like Cockburn more difficult, due to the unwillingness of businesses to break away from clustered business environments like the city centre.

The strong growth of Cockburn's population in recent years does present opportunities to attract an increase in business and services to the area. Specifically, the continued expansion of Cockburn Central



and the emerging plans for Cockburn Central West (CCW), presents an opportunity for Cockburn to attract services that will serve the wider region. This is a result of centres central location, provision of excellent transport connections, high density development supported by a range of commercial and retail uses, and high amenity, characteristic of a regional activity centre. The associated objective of producing a mixed use town centre with a quality public realm also goes some way to helping attract future investment from non-retail investment, which is critical to the ambitions held for an important regional centre like Cockburn Central.

Current and emerging developments

Cockburn Central continues to attract several important State Agencies and services including:

- The Fire and Emergency Services Authority (FESA) headquarters relocated its Emergency Services Authority Headquarters to Cockburn Central town centre in 2013.
- Centrelink has relocated the Spearwood office to the Cockburn Integrated Health Facility.
- A Disability Services Commission is located on North Lake Road.
- The Australian Electoral Commission (AEC) and the Liberal Senator's office of Western Australia are also located in Cockburn Central.
- The Cockburn Central Police Station is due for completion in 2016.

Attracting development

Various offices listed above initiated their own move to the emerging regional centre; however, it is understood LandCorp facilitated the land sale and worked closely with these agencies to select a suitable location and achieve a suitable outcome for the town centre.

It is also understood 4 or 5 years ago the State Government put out an Expression of Interest (EOI), seeking opportunities for the relocation of government agencies. LandCorp responded with several options within an extensive submission relating to land at Cockburn Central however the State Government did not complete the process and it is assumed the EOI did not result in any relocations.

In an attempt to attract diversity to the town centre, Landcorp also approached the Department of Housing (DoH), working through a



process that has resulted in diverse housing options within the town centre.

The future

The emerging plans for Cockburn Central West will further contribute to the success of Cockburn Central Town Centre and the ability for the regional centre to continue to attract strategic employment. This is a result of the inclusion of the regional sporting facilities, the aquatic centre, commercial/office uses. Some retail uses within Cockburn Central West will provide additional employment opportunities within Cockburn Central and have the potential to attract further important services that will support local residents and businesses.

Importantly, the strategic work and infrastructure plans are in place to support these uses however further support is likely to be needed to support the attraction of strategic employment and further state agencies if so desired. While there are certainly no planning barriers to the relocation of further public sector agencies (like DFES) to Cockburn Central, this is a decision that rests within the mechanisms of State Government. As the development of Perth can attest, it is a significant challenge to entice major public sector agencies and private businesses alike out of central areas like Perth CBD, who must perceive some advantage in maintaining their clustered relationship. Promoting sub-regional centres like Cockburn Central as a competitor to the Perth central area is arguably impossible. It is therefore through investigating ways in which we can differentiate Cockburn Central from Perth (and other locations) to be able to attract and retain higher value employment orientated uses.

The draft City of Cockburn Economic Development Directions Strategy (draft EDDS) and the Local and Commercial Activity Centres Strategy (LCACS) identifies Cockburn Central has the potential to offer knowledge intensive consumer services such as education, healthcare, and strategic services to a regional, state, national or international economy.

Undertaking a coordinated approach in attracting these services will only add further support in attracting strategic employment and State level agencies. With this in mind there are two elements that may serve to attract and keep the right employment mix in Cockburn Central and Cockburn Central West. Firstly providing support to existing businesses and services to ensure successful retention of businesses, and secondly to work with LandCorp to attract suitable, new development opportunities to the Centre.



Recommendations

The draft EDDS provides an example approach of how the City might start to address the economic activation of Cockburn's activity centres, including Cockburn Central by assisting land and business owners to prepare such things as long term business plans, develop relationships, strengthen communication lines, provide businesses with relevant data, and assist with skills development and business expansion plans.

With regard to attracting future services and agencies to CCW it is suggested the City continue to work closely with LandCorp developing an innovative land sales process. This may involve an EOI, or Request for Proposal that can be developed with specific criteria to attract certain land uses, tenants and built form outcomes.

Furthermore, the development of design guidelines can provide additional support for high quality design outcomes. Such a process has in part been undertaken for Cockburn Central and includes development guidelines, design reviews (with the city and Government Architect). This process allows for innovation, discussions around land use and promotes excellence in design.

It is therefore recommended the City continue to work with LandCorp as CCW emerges and utilise Cockburn Central as a test case to implement the recommendations of the draft EDDS. This can be achieved by a designated City officer approaching and working with the Melville and Cockburn Chamber of Commerce (MCCC) to identify opportunities to support businesses such as those detailed.

Strategic Plan/Policy Implications

Growing City

- Investment in industrial and commercial areas, provide employment, careers and increase economic capacity in the City.

A Prosperous City

- Sustainable development that ensures Cockburn Central becomes a Strategic Regional Centre.
- Investment in the local economy to achieve a broad base of services and activities.

Budget/Financial Implications

Undertaking a strategic approach to attract the right mix of services, businesses and agencies to Cockburn Central and the emerging



Cockburn Central West will have far reaching financial advantages to the wider sub-region.

Legal Implications

N/A.

Community Consultation

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.3 (MINUTE NO 5420) (OCM 11/12/2014) - SALE OF LAND - LOT 65 ERPINGHAM ROAD & LOT 702 BELLIER PLACE, HAMILTON HILL - OWNER: CITY OF COCKBURN - SUBJECT CODE (2200882 & 2201061) (L GATT) (ATTACH)

RECOMMENDATION

That Council subject to the Minister for Housing consenting to the purchase of Lot 702 Bellier Place, Hamilton Hill, Council:

- (1) consent to the sale of the land parcel made up of the two adjoining lots known as Lot 65 Erpingham Road and Lot 702 Bellier Place, Hamilton Hill for a consideration of \$2,500,000 incl. GST to Bellier 702 Pty Ltd; and
- (2) amend the 2013/14 adopted municipal budget by transferring \$2,500,000 incl. GST to the Land Development and Investment Reserve for the commercial real estate activities of the Cockburn Regional Aquatic and Recreation Centre.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr Y Mubarakai that adopt the recommendation subject to amendment to sub-recommendation (2), as follows:

- (1) consent to the sale of the land parcel made up of the two adjoining lots known as Lot 65 Erpingham Road and Lot 702 Bellier Place, Hamilton Hill for a consideration of \$2,500,000 incl. GST to Bellier 702 Pty Ltd; and
- (2) amend the 2014/15 adopted municipal budget by transferring \$2,500,000 incl. GST to the Land Development and Investment Reserve for the commercial real estate activities of the Cockburn Regional Aquatic and Recreation Centre.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Reason for Decision

The amendment is that the incorrect financial year was detailed in the report.

Background

Lot 65 Erpingham Road, Hamilton Hill has been in the ownership of the City of Cockburn since 1981. As part of the Phoenix Rise Master Plan, Lot 65 was designated for residential development and sale by the City of Cockburn. This was subsequently programmed by the 2011-2016 version of the City's Land Management Strategy.

Lot 65 was landlocked and required legal access and the ability to connect to services. This required the City to consider what opportunities could there be to secure such legal access. As part of this strategy, opportunities arose to acquire Lot 702 Bellier Place, which was decided by Council at its October 2014 Council meeting (Item 14.5 Minute No. 5381).

The contract for the purchase of Lot 702 Bellier Place has been executed by the Department of Housing and has received Ministerial approval. Accordingly, the opportunity to consider sale of the overall land parcel, being the quantum of Lot 65 and 702, has now arrived; and this report deals with that matter.

In light of the valuation and the offer received by the City, it is recommended that Council proceed with the sale of the land.



Submission

An offer to purchase the land has been received from Bellier 702 Pty Ltd for a total amount of \$2,500,000 incl. GST for the land parcel made up of the two adjoining lots being Lot 65 and Lot 702.

Report

The Land Management Strategy 2011-2016 draws upon an analysis of all of the City of Cockburn's freehold land. This analysis identified Lot 65 as being recommended for sale, consistent with the strategic direction decided through the Phoenix Rise Master Plan. The Phoenix Rise Master Plan was a joint initiative between the City of Cockburn and Department of Housing, with participation also by Satterley Property Group. This had an objective for revitalisation and renewal of the Phoenix Rise precinct, and included important outcomes to rationalise undeveloped parcels of land like Lot 65 to aid the overall renewal process. Such was also seen as an important opportunity to increase safety and passive surveillance within the area. The rezoning to affect the Master Plan resulted in Lot 65 being zoned Residential R30.

Complicating its development however has been its lack of a direct legal access to a public road. The City has investigated a variety of options to unlock the potential of Lot 65, including purchasing a portion of the pedestrian access way alongside Lot 65. These investigations however proved unsuccessful, due to nearby resident concerns as well as services and rubbish collection considerations. Access across the adjoining land owned by BP and comprising its pipeline corridor also proved difficult in light of concerns about how the crossing may affect the pipeline. This resulted in the City agreeing to the purchase of adjoining Lot 702, in order to ultimately achieve the legal street access needed.

In accordance with provisions of the Local Government Act 1995, the proposed disposition was advertised in the West Australian newspaper. At the conclusion of the statutory advertising period there were no objections.

The purchase price of \$2,500,000 incl. GST for the combined land parcel is acceptable given the comparison to the market appraisal from the local real estate agent which indicated a marketing range of \$2,400,000 to \$2,500,000 including GST. It is therefore recommended that Council accept the offer from Bellier 702 Pty Ltd for \$2,500,000 incl. GST.



Strategic Plan/Policy Implications

Demographic Planning

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.

Governance Excellence

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

Budget/Financial Implications

Proceeds of the sale totalling \$2,500,000 incl. GST is to be transferred to the Land Development and Investment Reserve for the specific purpose of funding the commercial real estate activities at Cockburn Central West.

Legal Implications

Provisions of Section 3.58 of the *Local Government Act 1995* apply.

Community Consultation

As required by Section 3.58 of the *Local Government Act 1995* details of the sale were advertised in a newspaper for state wide publication on Friday 14 November 2014 giving 15 days for comment.

Attachment(s)

Location Plan

Advice to Proponent(s)/Submitters

The Proponent(s) have been advised that this matter is to be considered at the 11 December 2014 Ordinary Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



14.4 (MINUTE NO 5421) (OCM 11/12/2014) - PROPOSED MODIFICATION TO CELL 6 YANGEBUP LOCAL STRUCTURE PLAN - LOCATION: LOT 9007 SCALA GARDENS, YANGEBUP - OWNER: MULTIPLE LANDOWNERS - APPLICANT: CITY OF COCKBURN (110/101) (M CAIN) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to Clause 6.2.14 of the City of Cockburn Town Planning Scheme No. 3, adopt the proposed variations to Cell 6 Yangebup Structure Plan subject to the following modification:
 1. The Structure Plan map to be modified in accordance with the modified Structure Plan map as shown in Attachment 2.
- (2) pursuant to Clause 6.2.14.2 of City of Cockburn Town Planning Scheme No. 3, refer the Structure Plan to the Western Australian Planning Commission with a request for endorsement; and
- (3) advise the proponent and the affected landowners of Council's decision.

COUNCIL DECISION

MOVED C/r L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

This proposal relates to Cell 6 Yangebup Local Structure Plan, and seeks to modify the road alignment for Scala Gardens, resulting in the modification of the Public Open Space ("POS") allocation and the configuration of the future residential subdivision. The proposal has been advertised, and this report now seeks to consider the proposed variation to the Structure Plan for adoption. The variation is recommended for adoption, on the basis that it produces an appropriately structured road, residential and public open space layout, while also assisting in the implementation of the Structure Plan.



Submission

N/A

Report

Planning Background

The subject land is located within the suburb of Yangebup and comprises an area of 1.8225ha. The subject site is located east of Shallcross Street, south of Erceg Road and west of Simper Road. The subject land is zoned 'Urban' under the Metropolitan Region Scheme and 'Development' under City of Cockburn Town Planning Scheme No. 3. The subject site is located within Development Area 4 and is also subject to Development Contribution Areas No. 4 ("DCA4") and No. 13 ("DCA13") pursuant to Clause 6.2.6.3 of the Scheme.

Pursuant to Clause 6.2.14, the Local Government may vary a Structure Plan by one of two ways; by resolution or by the procedures set out in Clause 6.2.6 of the Scheme. In this respect, as the proposal included structural changes which impacted adjoining landowners, it was required to be advertised and dealt with under Clause 6.2.6.

The Cell 6 Yangebup Structure Plan was developed in 2004 to guide future subdivision and development, including the appropriate allocation of public open space, densities, roads and the like. The Cell 6 Structure Plan was designed to include four areas of POS being carefully incorporated into the site so to allow landowners the ability to cede the required area of POS at the time of subdivision. The Structure Plan was previously modified in 2013, with the intent to recode a portion of the south west corner of the Structure Plan from a density of R20 to R30 and R40.

Proposed Modification to Structure Plan

The proposed changes to the Cell 6 Structure Plan have been reviewed by the City and advertised to the affected landowner. The modification to the Structure Plan was undertaken to alter the alignment of Scala Gardens road, which would see the removal of the 'dog leg' configuration proposed in the original Structure Plan (refer to Attachment 2). The City believes that this realignment would create a more regular road configuration and would improve movement around the central POS area.

The modification to the road layout does require reconfiguration of the central POS allocation to ensure that the minimum 10% requirement is still achieved. The change to the road alignment will also help to



facilitate a better traffic flow outcome for the future R40 residential development.

The proposed changes to the Structure Plan will also reconfigure the layout of the R40 residential site on this lot, slightly increasing the developable area. The modification of the Structure Plan does not materially alter the intent of the intent; rather, it provides a more regular lot shape for the POS and the residential site.

The proposed modification does alter the adjoining landowners proposed land on the Structure Plan, requiring a different lot layout. The City has undertaken discussions with the landowner regarding this realignment of the road and the changes to the landowner's site. Importantly, the modifications do not prevent this landowner from achieving a residential development outcome and also provides opportunity for this landowner to likewise consider modifications to the Structure Plan that covers their land particularly in respect of density interface with future public open space.

Community Consultation

The proposed modifications were advertised to the affected landowner for a period of 14 days from 3 October to 17 October 2014. During this period a submission was received objecting to the proposed modifications to the Structure Plan.

The submission noted its opposition to the proposed modifications. The landowner's main concern however was that the existing Structure Plan did not conform to the subdivision plan that was created back in early 2000. The landowner was unaware that the Cell 6 Structure Plan had been adopted in 2004 and was the City's guide for future development within this area. After receiving the landowner's submission, the City organised a meeting to discuss the issues raised within the objection and to outline the City's position on the matter. This meeting was very productive in outlining that the modifications did not prejudice the adjoining landowner's development options, and would help to create a more implementable form of structure plan.

What was agreed as part of this meeting was that there was some unnecessarily wide road reserve at the future intersection of Scala Gardens and the north south road. This has been agreed to be modified, to remove this unnecessary wastage. This forms part of the officer recommendation.

The landowner has been notified that the matter will go to the December Council Meeting, with recommendation for approval.



Conclusion

The City's officers have reviewed the proposed modifications to the Cell 6 Yangebup Structure Plan and found that they are consistent with the principles of orderly and proper planning. It is recommended that Council approve the modifications to the Local Structure Plan.

Strategic Plan/Policy Implications

Growing City

- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.

Budget/Financial Implications

Nil.

Legal Implications

Planning and Development Act 2005
City of Cockburn Town Planning Scheme No 3

Community Consultation

In accordance with Clause 6.2.14 of the City's Scheme, the proposed modifications to the Cell 6 Structure Plan were advertised to the affected landowner for a period of 14 days from 3 October 2014 to 17 October 2014.

Attachment(s)

1. Location Plan
2. Existing and proposed modification to Structure Plan
3. Objection from adjoining landowner



Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 December 2014 Ordinary Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.5 **(MINUTE NO 5422) (OCM 11/12/2014) - PROPOSED STRUCTURE PLAN - LOCATION: 83 MELL ROAD, SPEARWOOD - OWNER: MULTIPLE LANDOWNERS - APPLICANT: CITY OF COCKBURN - (110/101) (M CAIN) (ATTACH)**

RECOMMENDATION

That Council

- (1) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopt the Proposed Structure Plan for 83 Mell Road, Spearwood (as shown in Attachment 2);
- (2) endorse the Schedule of Submissions prepared in respect of the Structure Plan; and
- (3) advise all affected landowners and those persons who made a submission of Council's decision.

COUNCIL DECISION

MOVED Clr L Wetton SECONDED Clr S Pratt that the recommendation be adopted.

CARRIED 9/0

Background

This Structure Plan provides the framework for the control of development for 83 Mell Road, Spearwood. The subject land has been developed for 12 office/showroom units and 33 warehouse units, in accordance with the previous zoning that applied to the land. Since that took place however a Development zone and Development Area has been created, as part of the overall Watsons project. This necessitates



the need for a Structure Plan to appropriately zone the land, in order to guide how future applications for changes of use are assessed. This is the purpose of this report.

It is recommended that Council adopt the Structure Plan as recommended.

Submission

N/A

Report

Planning Background

The subject site is located within the suburb of Spearwood and comprises an area of 0.8475ha. The site is bordered by Mell Road to the east, Rockingham Road to the west and the freight rail line to the north. A location plan is shown in Attachment 1.

The subject area is zoned 'Urban' under the Metropolitan Region Scheme and Development Area under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is located within Development Area 31 (Packham North) and, pursuant to Clause 6.2.6.3 of the Scheme, is subject to Development Contribution Areas No. 12 and No. 13.

Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme, a Structure Plan is required to be prepared and adopted prior to any subdivision and development of land within a Development Area. As mentioned above, this land was previously granted planning approval for development for office and warehouse uses, according to its previous Light and Service Industry zoning.

The purpose of this Structure Plan is to effectively reintroduce a zoning for the land, to ensure that future applications that may be received for changes of use, have an appropriate statutory context by which to assess such applications.

The Structure Plan seeks to zone this site 'Mixed Business' under the Scheme, with restriction on residential land uses within the site. In accordance with the above, a Structure Plan has been developed for this site by the City's Strategic Planning department. This site is owned by multiple landowners, all of whom have been consulted on the development of this Structure Plan.



Proposed Structure Plan

The Proposed Structure Plan seeks to provide a 'Mixed Business' zoning over this site, with restrictions on residential dwellings within the complex. When development approval was granted for this site, it was approved as a 'Light Service and Industry' zone, which restricts most residential land uses, but allows for general commercial and light industrial land uses. Residential uses have been restricted at this site due to the close proximity to the freight rail line and key development elements identified in the Packham North District Structure Plan. However in light of the changes in land use that have occurred surrounding, it is appropriate that a Mixed Business zone be introduced, rather than the previous Light and Service Industry zone. This is consistent with the District Structure Plan for the area also.

The Proposed Structure Plan is essential for the City to manage future land uses within the site, and also to ensure the principles of orderly and proper planning are adhered to. During the initial phase of structure plan development, an audit was undertaken to ensure that owners and occupiers of the site understood the importance of the new Structure Plan and also to ensure that all landowners were operating in compliance with the appropriate land uses under the Scheme.

The objective of the Mixed Business zone is to *“provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or Industry zone”*.

The Proposed Structure Plan allows for a range of land uses that are applicable for this site. To ensure that landowners/occupiers are aware of what land uses are not permitted for this site, the Structure Plan notes all excluded land uses to ensure the future compliance of landowners/occupiers (refer to Attachment 2).

Community Consultation

The Proposed Structure Plan was advertised for a period of 21 days from 22 September 2014 to 13 October 2014. During this period a total of 7 submissions were received by Council from landowners and servicing/government authorities. The Proposed Structure Plan was advertised to affected landowners and also referred to relevant Government authorities.

Three out of the seven respondents had no objections. Four submissions were received by landowners/occupiers objecting to the



proposed Structure Plan. All of the submissions received are set out and addressed in the Schedule of Submission (Attachment 3).

The key issue of objection relates to admission from landowners who have indicated that units are currently being resided within – that is, some of the office/showroom and warehouse units are being used as dwellings. This has not, and was not, approved as part of the original Development Application, and represents a serious breach of the Scheme. It also represents a potentially serious health and building breach given that the units have not been constructed to allow such occupancy for habitable purposes.

It is highly inappropriate for a commercial/industrial development of this nature to have any residential occupancy taking place, and accordingly this issue will be pursued separately by the City.

Conclusion

The proposed structure plan has been developed by the City and will help to facilitate the control of this site in the future. Providing future landowners/occupiers with a detailed understanding of what land uses are appropriate for this site and what land uses cannot be undertaken in the mixed business zone, the Structure Plan will help to facilitate development in accordance with the City's Town Planning Scheme.

It is recommended that Council adopt the proposed structure plan.

Strategic Plan/Policy Implications

Growing City

- Development that is soundly balanced between new and existing areas.

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Budget/Financial Implications

N/A

Legal Implications

Planning and Development Act 2005
City of Cockburn Town Planning Scheme No. 3.



Community Consultation

In accordance with Clause 6.2.8 of the City's Scheme the proposed local structure plan public consultation was undertaken from 22 September 2014 to 13 October 2014. This included a notice in the Cockburn Gazette, advertising on social media sites and letters to nearby and affected landowners.

Attachment(s)

1. Location Plan
2. Proposed Local Structure Plan
3. Schedule of Submissions

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 December 2014 Ordinary Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.6 **(MINUTE NO 5423) (OCM 11/12/2014) - INITIATION OF AMENDMENT 108 - EXTENSION OF DEVELOPMENT AREA 33 TO INCLUDE THE POWER STATION (109/044) (C CATHERWOOD) (ATTACH)**

RECOMMENDATION

That Council

- (1) subject to the lifting of 'Urban Deferred' and in pursuance of Section 75 of the Planning and Development Act 2005, amend the City of Cockburn Town Planning Scheme No. 3 ("Scheme") by:
 1. Including Lot 2 and a portion of Lot 3 Robb Road, North Coogee, as shown on the 'proposed zoning' plan within the boundaries of Development Area No. 33.
 2. Amending the scheme map accordingly.
- (2) upon preparation of amending documents in support of resolution (1) above and the lifting of 'Urban Deferred' taking effect, determine that the amendment is consistent with Regulation 25(2) of the Regulations and the amendment be referred to the Environmental Protection Authority ("EPA") as



required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations. In the event that the EPA determines that the amendment is to be subject to formal environmental assessment, this assessment is to be prepared by the proponent prior to advertising of the amendment.

COUNCIL DECISION

MOVED Clr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

For a number of years the State Government has been working toward realising the vision for the Cockburn Coast development. The project is intended to see the redevelopment of the former Robb Jetty industrial area and the South Fremantle Power Station.

The Cockburn Coast District Structure Plan 2009 ("CCDSP 2009") was prepared to guide future land use and transport initiatives within the area stretching between South Beach and the Port Coogee marina.

In 2012, this was supplemented and in part refined by the Cockburn Coast District Structure Plan Part 2 ("CCDSP Part 2") prepared on behalf of LandCorp.

The Metropolitan Region Scheme ("MRS") Amendment No. 1180/41 was made effective on 16 August 2011 to rezone the majority of the Cockburn Coast industrial area from 'Industry' to 'Urban' to reflect the outcomes of the CCDSP Part 2. The South Fremantle Power Station site was rezoned to 'Urban Deferred'.

The Western Australian Planning Commission ("WAPC") identified that this site has a number of unique characteristics that would require further consideration prior to being rezoned to 'Urban'. The WAPC identified that for the Urban Deferral to be lifted a detailed Master Plan would need to be prepared for Lots 2, 3 and 2167 Robb Road, North Coogee.



To progress the planning for the Power Station site Landcorp engaged HASSELL to prepare a Master Plan on behalf of Synergy, the landowners of Lot 2 and 3 Robb Road, North Coogee. Following a public comment period, and subject to modifications to the Master Plan, Council have supported the lifting of Urban Deferred. A request to include the land within the 'Development' zone concurrent with the MRS amendment was also made.

Under Part 9 of the Planning and Development Act 2005, there are obligations on the local government to bring their town planning scheme into line with the MRS. The next amendment needed to the City's Town Planning Scheme No. 3 ("TPS3") is to extend the existing Development Area 33 ("DA33") over the power station lots.

Submission

N/A

Report

The purpose of this report is to initiate the amendment to extend the existing Development Area 33 over the power station lots.

Lots 2 and 3 Robb Road are owned by Synergy and include the Power Station structure. DA33 would relate to the whole of Lot 2 and a portion of Lot 3, that is only the portion to have the 'Urban Deferred' lifted, not the 'Parks and Recreation' reserved portion.

Including the land within the development area will enable Part 6 of TPS3 to be evoked, setting out the need and process for structure planning. It is the local structure plan that will guide subdivision and development of the land.

The recommendation has been carefully worded to acknowledge the MRS lifting of 'Urban Deferred' must be finalised before the amendment is referred to the Environmental Protection Authority for consent to advertise.

Strategic Plan/Policy Implications

Infrastructure

- Facilities that promote the identity of Cockburn and its communities.

Community & Lifestyle

- Conservation of our heritage and areas of cultural significance.



A Prosperous City

- Creation and promotion of opportunities for destination based leisure and tourism facilities.

Moving Around

- An integrated transport system which balances environmental impacts and community needs.

Budget/Financial Implications

Nil

Legal Implications

Planning and Development Act 2005

Community Consultation

The Town Planning Regulations 1967 specify a 42 day advertising period. The State Government are looking to reduce this period for simpler amendments, though this would not be effective till July 2015. It is expected this amendment will need to be processed under the current regulations as it should advance well before July 2015.

Attachment(s)

1. Existing zoning plan (indicating surrounding zonings)
2. Proposed zoning plan (only shows land subject to rezoning)

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



14.7 (MINUTE NO 5424) (OCM 11/12/2014) - PROPOSED LOCAL STRUCTURE PLAN - LOTS 1, 810 & 111 WATTLEUP ROAD, HAMMOND PARK - OWNER: VARIOUS - APPLICANT: ROBERTS DAY (110/107) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ("Scheme") and subject to the gazettal of Scheme Amendment No. 28, adopts the Proposed Structure Plan for Lots 1, 810 and 111 Wattleup Road, Hammond Park, subject to the following modifications:
 1. Modify Plan 1: Structure Plan Map to rezone the western most laneway where it adjoins Lot 110 Wattleup Road, Hammond Park and the adjoining land zoned Residential R40 to Residential R30.
 2. Update the traffic assessment in line with the comments from Main Roads WA.
- (2) subject to compliance with (1) above, pursuant to Clause 6.2.10.1 of the Scheme, send the Structure Plan once modified to the Western Australian Planning Commission for endorsement;
- (3) endorse the Schedule of Submissions prepared in respect to the Structure Plan;
- (3) advise the landowners within the Structure Plan area and those who made a submission of Council's decision accordingly; and
- (4) advise the proponent that the site is subject to Development Contribution Area No. 13 and draft Development Contribution Area No. 10.

COUNCIL DECISION

MOVED C/r L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0



Background

The subject land area is 11.43 hectares in size; it is bound by the Harry Waring Marsupial Reserve to the north, the future extension of Hammond Road to the east and undeveloped urban zone land on the remainder. See attachment 1.

7.3 hectares of the landholding is currently utilised for market garden purposes, primarily the growing of leeks, the remaining land is undeveloped and vegetated to varying degrees.

The subject area is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The subject site is adjoined on its eastern boundary by the former Baldivis Tram Parks and Recreation Reserve and the future Hammond Road extension Other Regional Road Reservation.

The subject area is zoned 'Development' under the City of Cockburn Town Planning Scheme No.3 (Scheme). The subject land is located within the proposed Development Area 27 (DA 27), Development Contribution Area No. 13 (DCA 13) and the proposed Development Contribution Area No. 10 (DCA 10). While proposed, these are about to be introduced within the Scheme following endorsement of Scheme Amendment No. 28 by the WAPC.

Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme; a Structure Plan is required to be prepared and adopted to guide future subdivision and development. The purpose of this report is to consider the Structure Plan for adoption.

Submission

Roberts Day on behalf of the prospective purchaser has lodged a structure plan for the subject land.

Report

The Proposed Structure Plan as shown within Attachment 2 provides for residential development, with public open space (POS) and an associated road network; it is anticipated that the Proposed Structure Plan will yield approximately 200 lots and the same number of dwellings. An expected residential population of 560 persons can be expected on completion of the subject area.

The Proposed Structure Plan satisfies the density objectives, POS requirements and provides a suitable road network. There is however a number of minor matter that will require modification of the Proposed Structure Plan, these are discussed following. Subject to these modifications, the Proposed Structure Plan is recommended for adoption.



Residential Density

Proposed densities allow for the provision of variety in lot sizes and are conducive to the densities outlined in the Southern Suburbs District Structure Plan Stage 3 (SSDSP3).

The projected density of the subject site is 17.5 dwellings per gross hectare or 30 dwellings per site hectare. This exceeds the requirements of Liveable Neighbourhoods and is generally consistent with the SSDSP3.

Public Open Space

The proposed Structure Plan allocated 1.38 hectares of the subject site for the purposes of Public Open Space ('POS'). The POS is divided into two distinct cells with varying functions. In the north of the subject area is a linear area of POS adjoining the Harry Waring Marsupial Reserve. This area of POS will feature native planting (consistent with the Bushfire Management Plan), drainage functions and grassed areas. This area of POS also forms an important beginning of an east west walking and cycling route along the Harry Waring Marsupial Reserve where the need for bushfire separation creates an environment where a long lineal area of POS interspaced with wider road reserves will exist along the entirety of the development area. This east-west link could potentially extend up to 1.2km to the western edge of the Hammond Park locality.

Located centrally and on the northern side of the realigned Wattleup Road is a 3,748 m² area of POS that forms a number of uses including: vegetation retention, grassed areas and drainage functions. Direct lot frontage is proposed on the northern boundary, with direct road frontage to the three remaining sided. Opportunities exist for play equipment and on-street parking; it is expected that this park will form an important central meeting place for future residents.

Traffic

The applicant has undertaken a Traffic Assessment as part of the supporting documentation for the Structure Plan. This plan has been reviewed by the City's Traffic Engineer and found to be sound and broadly consistent with relevant standards and based on sound assumptions.

The realigned Wattleup Road runs through the Subject Site and this proposed road forms an important link through the developing Hammond Park locality. The realigned Wattleup Road will provide east-west movements for private vehicles, cyclists and pedestrians, and is



likely to carry public transport services once the area develops. The realigned Wattleup Road also directly connects the future primary School, future Hammond Park Town Centre and the future Hammond Park High School. Due to the importance of this road the City has developed a preferred road cross section to guide developers in the delivery of the road. The proposed width of the realigned Wattleup Road through the subject area is consistent with this plan and will provide adequate road reservation to facilitate the intended use of the street.

Bushfire Management

The subject site adjoins the Harry Waring Marsupial Reserve and is also in close proximity to Franklin Reserve, both of which are heavily vegetated; therefore the proposed Structure Plan is supported by a Bushfire Management Plan (BMP). The BMP has been undertaken in line with the relevant State Government State Planning Policy and the Planning for Bushfire Protection Guidelines.

Importantly, the design of the Structure Plan is done in such a way that there is no expectation placed on the aforementioned reserves to be cleared or impacted on by the recommendations of the BMP. Adequate setbacks have been incorporated into the Structure Plan design. Lots within 100m of identified vegetation will be required to build to the standards outlined in AS3959-2009 and all proposed Bushfire Attack Levels are within those acceptable to the City.

The Baldivis Tramway runs north-south along the eastern boundary of the subject area; this land is in the ownership of the Western Australian Planning Commission. Currently the land is utilised as part of the market garden operations. Long term the entirety of the Historic Baldivis Tramway is to form an important link as part of the City's Greening Plan. It is likely that the Baldivis Tramway will be revegetated over the medium term to provide for an ecological linkage. It is important that the development of residential land within the proximity of the Tramway does not prejudice the revegetation of the same. Currently residential zoned land is approved to the east of the Tramway as part of the Hammond Park Town Centre Structure Plan, the proposed Structure Plan indicates that future lots will directly back onto the Tramway.

Considering the width of the tramway, being 20m, it is unlikely that future vegetation will be classifiable under the State Bushfire Prone Area Map due to its width. As such the direct frontage of lots onto the Tramway Reserve is unlikely to create a situation where the revegetation of this portion of the green link is significantly hindered.

Scheme Amendment 28



Scheme Amendment No. 28 to the City's Scheme establishes DA27 over the subject area, amongst other things. In accordance with Part 6 of the Scheme a Structure Plan is required to be prepared on land zoned 'Development' prior to the undertaking of development or subdivision. As a 'Development Area' as found in Schedule 11 of the Scheme is not in place the City is unable to adopt the proposed Structure Plan until the gazettal of Scheme Amendment No. 28. The Minister has requested modifications to Scheme Amendment No. 28; these have been completed by the City and returned to the WAPC. As Ministerial endorsement of Scheme Amendment No. 28 is expected in short it is deemed appropriate for Council to conditionally adopt the Structure Plan subject to the gazettal of Scheme Amendment No. 28.

Community Consultation

The proposed Structure Plan was advertised for public comment from 28 October 2014 and 18 November 2014. All submissions that were received are set out and addressed in the Schedule of Submissions (Attachment 3). A total of 12 submissions were received

Ten submissions were received from government agencies and servicing authorities; none of these objected to the proposal. A number of submissions raised points of comment which have been addressed in the schedule of submission.

Comments from Main Roads WA made recommendations regarding minor technical changes to the Transport Assessment. These form part of the Officers' recommendations.

Two submissions were received from adjoining landowners and their representatives, neither objected to the proposal. The submission from the representative of the owners of Lots 110 and 109 Wattleup Road, Hammond Park requested minor changes to the Structure Plan Map noting the requirements of the Water Corporation in servicing the area via gravity fed sewer. This minor change went to removing a laneway that interfaces with Lot 109 Wattleup Road; requiring the continuation of the laneway through lot 109 would have had implications on the finished lot levels and the aforementioned issue with the sewer as well as drainage. The applicant has been consulted on this change and supports the removal of the laneway on their land. This change forms part of the Officers' recommendation.

Conclusion

It is recommended that Council adopt the Local Structure Plan, subject to the gazettal of Scheme Amendment No. 28, for lots 1, 810 and 111 Wattleup Road, Hammond Park with modification and pursuant to



clause 6.2.10 of the Scheme refer it to the Western Australian Planning Commission for their endorsement.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.

Budget/Financial Implications

The required fee was calculated on receipt of the proposed Structure Plan and has been paid by the proponent.

Legal Implications

Clause 6.2.9.1 of the Scheme requires Council to make a decision on the application within 60 days from the end of the advertising period of such longer period as may be agreed by the applicant. The advertising period concluded on November 18, 2014.

Community Consultation

Public consultation was undertaken between 28 October 2014 and 18 November 2014. This included a notice in the Cockburn Gazette, letters to landowners within the Structure Plan area, adjoining landowners and State Government agencies.

Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions (Attachment 3).

Attachment(s)

1. Location Plan
3. Proposed Local Structure Plan
4. Schedule of Submissions



Advice to Proponent(s)/Submitters

The proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 December Ordinary Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.8 (MINUTE NO 5425) (OCM 11/12/2014) - ECONOMIC DEVELOPMENT DIRECTIONS STRATEGY LOCATION: CITY OF COCKBURN OWNER: N/A (059/003) (R PLEASANT) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Economic Development Directions Strategy for final approval as included at Attachment 1; and
- (2) advise those who have made a submission of Council's decision.

COUNCIL DECISION

MOVED Cllr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

The purpose of this report is to present the draft Economic Development Directions Strategy (Directions Strategy) for final adoption.

The Cockburn community places great importance on planning for economic development and the long term liveability of our region. At the highest level this is encapsulated within the City's collective vision for the future - *'To make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.'* (City of Cockburn Strategic Community Plan 2012 – 2022).



The City has responded to this desire by identifying the need to undertake a strategic approach towards economic development (Corporate Business Plan 2012/13-2016/17). As a result, this Directions Strategy is the first step in identifying an integrated approach towards planning for the future economy of the sub region and to provide direction for the preparation of an Economic Development Strategy.

Cockburn's location within the South-west growth corridor has resulted in planning over the last 25 years being largely growth orientated with large tracts of greenfield sites developed for residential development and the infrastructure required to support this growth. Active planning of key developments has also seen the delivery of new jobs and services including the industrial precincts of Bibra Lake Estate, the Australian Marine Complex and Jandakot City. While forecasts indicate a strong future for Cockburn, growth attributable to greenfield development is expected to slow towards 2022, as the City transitions towards growth resulting from urban infill and revitalisation.

This reorientation in growth is likely to see a change in focus for the City, moving away from its major land and infrastructure delivery role, to having to provide a greater focus on supporting Cockburn's key strategic industries and local businesses of which have arisen as a result of these developments.

Further, emerging amalgamations with the City of Kwinana demonstrate the need to undertake a regional collaborative role and a shared, coordinated approach beyond the City's current boundaries. Now is an opportune time for the City to consider in practical terms where it sits in terms of achieving the community's vision for the future, confirm where we want to be, and decide collectively how we will get there. This will importantly seek to guide and promote the economic potential of the Southwest sub-region, cognisant of growth imperatives set through State Government planning policy.

Council at its meeting of 12 June 2014 endorsed the draft Strategy for community consultation.

The Draft Strategy was subsequently advertised for public comment for a period of 40 days ending on 5 September 2014.

The purpose of this report is for Council to consider the submissions received and make a decision regarding the final approval of the Strategy.

Submission

N/A



Report

Aim of the Directions Strategy

The aim of the draft Strategy is to identify the key elements influencing Cockburn's economy and provide them in a context that demonstrates why the City needs to be strategic about Economic Development for the future. The Directions Strategy does not provide a full assessment of the LGA, rather it is a tool to identify a future path of which is likely to build upon and add to the information provided.

The Directions Strategy is a preliminary report which documents:

- The benefits of integrating economic development objectives into the City's functions;
- An external analysis to provide a snapshot of the region including Cockburn's 6 key strategic sectors and activity centre performance;
- Business and industry views, and;
- A recommended framework and approach to prepare an Economic Development Strategy.

It is envisaged that the identification of broad directions for economic development, and the City of Cockburn's role in supporting this, will provide a sound knowledge base on which to prepare a targeted and practical economic development strategy.

The importance of economic development planning and Local Governments role

A successful local economy is a key driver of the wellbeing of a community. As a result, Council has an important role to play in promoting and facilitating economic development for local businesses and supporting the City's residents through the provision of jobs and services.

Given the close relationship with residents and the business community, Council is in a unique position to identify economic development initiatives in order to capitalise on opportunities for growth. Further, the development of an economic development strategy is an important part of gaining an understanding of roadblocks and the prioritisation of resources to support the continued growth of strategic employment within the City, including how we plan and support the growth of our activity centres.



Economic trends and challenges

Sustainability aims and strategies at the local level are commonly seeing integrated approaches when planning for the economy, social cohesion and the environment. Integrated approaches assist in addressing broader inter-related social, economic and environmental forces. For Cockburn, some of these relate to:

- Globalisation, including global markets- demand and competition from emerging economies;
- The rapid development of the digital and knowledge based economy;
- Changes to population growth, including an ageing and growing population, and changes to overseas and interstate migration;
- Employment and occupation changes; and
- Housing affordability.

A wide range of economic development focused actions can be undertaken and the City already performs some of these activities in its current processes. A key objective in developing an Economic Development Strategy will be to analyse and refine the greatest opportunities for job generation by managing the region's strengths and trends as they occur in the National and Global environment.

Industry and Cockburn's 6 key strategic sectors

Analysis of Cockburn's economy provides insight into a strong and growing regional economy. A focus of the analysis is the presence of *strategic employment* (the transfer of goods and services to an external market) and Cockburn's 6 key strategic industries.

The largest of these is Other Transport Equipment Manufacturing due to the agglomerations of marine manufacturing enterprises located at Henderson (including the Australian Marine Complex). Other major industry segments directly involved in the creation and exportation of goods and services to external markets that include significant numbers of strategic jobs includes:

- Basic Ferrous Metal Product Manufacturing;
- Basic Ferrous Metal Manufacturing, and;
- Cement, Lime, Plaster and Concrete Manufacturing.

Key export support industries employing significant numbers of strategic workers include:

- Architectural, Engineering and Technical Services, and;
- Management and Related Consulting Services.



The Directions Strategy highlights the collaboration and advocacy role the City can be involved with to support these industries.

Emerging sector – tourism

The City of Cockburn Corporate Business Plan identifies the aspiration to prepare a Tourism Strategy. Tourism is a sector that can have a significant flow on effect for many businesses and residents. Projects that may be the focus of a tourism strategy include:

- The enhancement of coastal activities and functions along Cockburn's coastline, including the potential for an ocean pool;
- Port Coogee, Perth's newest marina environment and its planned mixed use ocean based marina precinct;
- Cycle tourism - the enhancement of high quality cycle routes to attract the large cycle community in Perth to frequent the South West on weekends;
- Bibra Lake and wetlands related tourism/education;
- Adventure world;
- The future direction of Caravan Parks;
- Attracting short term stay developments, and/or;
- Events and attractions relating to the boat building industry and marine related activities.

It is currently unknown what benefits would result from investing in tourism, what amount of money is required and where investment would be of most benefit. It is therefore recommended a tourism feasibility report be undertaken to enable the City to consider opportunities and investment potential in this sector.

The Communications Team is currently preparing to undertake an Events Strategy for Cockburn. There are clear benefits to undertake a feasibility strategy for both tourism and events.

It will be important to understand Cockburn's tourism aspirations within the context of the strategies and goals of:

- Tourism Australia;
- Tourism WA, and;
- Destination Perth.

Activity centres

Activity centres contribute to the provision of jobs in Cockburn and provide shopping, commercial and community services. They are meeting places for the community and can commonly impact on the identity of surrounding communities, in addition to first impressions of an area for visitors to the region. As a result, a key focus of economic



development in Cockburn should include planning to ensure the continued maturing of Cockburn's activity centres.

The provision of the right mix of employment will contribute strongly to the maturity of our centres into the future. Cockburn Central Regional Centre, the only secondary centre within the City of Cockburn, is forecast to experience particularly strong demand for commercial floorspace to 2031. This strong demand reflects the projected high population growth for the area, the centre's existing infrastructure, and the types of uses proposed in the Structure Plan for the centre. Cockburn Central has the potential to offer knowledge intensive consumer services such as education, healthcare, and strategic services to a regional, state, national or international economy.

Support needs to be provided to business owners/stakeholders of our centres, to prepare medium to long term strategies to ensure Activity Centres mature in a way that will; ensure their sustainability, support local population, reduce escape spending into surrounding areas, and ensure we have public spaces that people want to visit. The amenity within our centres is as much of a concern as is their function and services provided. This remains a significant issue for the future planning of our Centres.

Community and stakeholder consultation

A Discussion paper, *Setting the Direction for Cockburn's Economy* (Attachment 2), was developed for the advertising period. Both the Discussion Paper and the draft Directions Strategy were advertised for a period of 40 days. During this time a total of three submissions were received. All submissions are set out and addressed in the Schedule of Submissions found at Attachment 3.

Two submissions wholly supported the Directions Strategy. This included submissions from the Department of Training and Workforce Development (DTWD) and Tourism Western Australia. In particular DTWD was pleased to note that workforce planning and skills development feature prominently along with the social and economic implications arising from an ageing population, emerging industries and new technologies. Furthermore would be interested in any further work undertaken by the City in relation to workforce and skills development.

Tourism Western Australia commended the City on the Directions Strategy and for the acknowledgement of tourism as an emerging trend toward economic development. The submission agreed there is real potential for tourism to become a significant contributor to the economy of the area.



The third submission was from MGA Town Planners on behalf of Schaffer Corporation, the landowner of Lots 101, 103 and 104 Jandakot Road, Jandakot. The submission relates to several points of which are set out in detail within Attachment 3. However all points generally relate to the desire for the subject lots to be included within the Jandakot Specialised Activity Centre in addition to the view the subject land is constrained by the need to protect groundwater resources, specifically its designation under State Planning Policy 2.3 Jandakot Groundwater Protection Policy (SPP2.3).

While industrial developments, such as the land at Jandakot Road, relate to the overall theme of economic development, it is nonetheless not the intent, nor the role of the Directions Strategy to address issues relating to individual lots. As a result, subsequent to receiving the submission, the City met with the landowners at which time it was suggested:

- A submission be made to the draft SPP2.3 of which during the advertising period was open for community and stakeholder consultation;
- That in addition to the outcomes of the SPP2.3 review, the emerging sub-regional structure plan should also provide the long term direction for the wider Jandakot and Banjup area, including the subject land, and;
- Above all it is also now recognised that Jandakot airport will fall under the control of the City of Melville as a result of Local Government Reform and therefore the applicant was also advised to further consult with the Strategic Planners at Melville.

Further consultation on the Directions Strategy occurred with internal managers and as a result minor modifications were made relating mostly additions to the SWOT analysis for Cockburn. The comments received as a result have been incorporated.

Local Government Reform

At the time the Directions Strategy was prepared and advertised, the outcomes of Local Government Reform were not yet known. However it was highlighted the emerging Council amalgamations will have an obvious influence on the scope of the recommendations of the Directions Strategy and the finalisation of the future Economic Development Strategy. It was identified the Directions Strategy sets out a clear framework and approach that can be adapted to incorporate a wider area. In fact the process presents a good opportunity to integrate the needs and aspirations of more than one LGA, work off established frameworks, and seek to identify an approach that draws together the various needs of several communities.



As a result, the approach identified within this Directions Strategy can be adopted for the City of Cockburn and in the future, at the appropriate time, a similar review and gathering of information can be undertaken for the City of Kwinana. Once this research is undertaken, both documents can inform the overall Economic Development Strategy for the wider sub-region.

Recommendations

Stage 1 of the Directions Strategy relating to stakeholder engagement is now complete. Therefore upon adoption of the Directions Strategy, the next step is to undertake the recommendations set out within Stage 2 – Prepare an Economic Development Strategy.

Given the current status of local government reform it is recommended the City first undertake the associated recommendations set out relating to the preparation of a Digital Strategy and a Tourism Feasibility Study. These are opportune to be actioned by a cross function type arrangement within the City of Cockburn organisation, with participation from the Information Services Team, Communications Team and Strategic Planning.

As the City and the City of Kwinana work through new structures and mechanisms relating to economic development, this Directions Strategy provides direction for informed decision making.

Conclusion

It is recommended that Council adopt the Strategy for final approval as found at Attachment 1.

Strategic Plan/Policy Implications

Infrastructure

- Partnerships that help provide community infrastructure.

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.

Leading & Listening

- Effective advocacy that builds and manages relationships with all stakeholders.

A Prosperous City

- Investment in the local economy to achieve a broad base of services and activities.



Budget/Financial Implications

There are wide ranging budget implications to consider with regard to the Economic Development Strategy. However the initial costs at this stage will be largely staff costs in firstly considering both the digital and tourism strategy components.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

1. Economic Development Directions Strategy
2. Discussion Paper – Setting the Direction for Cockburn’s Economy
3. Schedule of Submissions

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.9 (MINUTE NO 5426) (OCM 11/12/2014) - SALE OF LAND - PART OF LOT 9003 YANGEBUP ROAD, BEELIAR - APPLICANT: CCI GROUP - OWNER: CITY OF COCKBURN (6015949) (K SIM) (ATTACH)

RECOMMENDATION

That Council

- (1) prepare an offer to sell part of Lot 9003 Yangebup Road Beeliar, being identified as that parcel bound by Yangebup Road, Durnin Avenue, Beeliar Drive and the Railway Reservation and being 2.9999 ha (on the attached map) for a consideration of \$9.6m (inc GST) to CCI Group nominated Special Purpose Pty Ltd entity; and
- (2) allocate proceeds of the sale to the Major Buildings Reserve Fund.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr Y Mubarakai that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Background

Lot 9003 is a freehold lot created as a balance lot following the sale by the City of Cockburn of Lots 801 and 802 Ivankovich Avenue to the Coles Group in 2013. Lot 9003, as a balance certificate of title, consists of three discrete land parcels. The land portion the subject of this report has an area of 2.9999 ha.

Submission

CCI Group has submitted a terms sheet outlining their proposal to acquire the subject land. Terms include the purchase at \$9.6 million inclusive of GST, utilising the margin scheme. The offer is conditional on the City providing a fully serviced lot. CCI Group intends to undertake a planned development incorporating a high quality food and beverage premise, together with a mixture of residential uses.

Report

The City has in the past received approaches from several sources interested in the purchase of this land parcel. A valuation report was obtained from Licensed Valuer Wayne Shroy in January 2014. The value of the land was determined to be \$9,900,000 ex GST.

Two parties have registered an interest in the subject land, with both parties expressing similar development goals for the land. Purchase prices and settlement conditions were very close to each other. These two proposals were received in November 2014.

Section 3.58 of the Local Government Act 1995 requires that a Local Authority advertise any proposal to sell land by private treaty. The advertisement must be in a newspaper with state-wide circulation, giving details of the property and the proposed disposition. The advertisement is to give notice inviting submissions to be made on the proposal and allowing such submissions for a period not less than 2 weeks from the date of the advertisement.



Notice concerning the proposed received from CCI Group was placed in the West Australian newspaper, and at the conclusion of the two week period no submissions were received.

Although the purchase price is slightly less than that determined by the City's Licensed Valuer, recent discussion with the valuer has indicated that the offer represents market value in today's market. It was particularly noted in line with the recent November 2014 statement from the Reserve Bank, that public (consumer) spending was scheduled to continue to be subdued, with expected growth still below trend for the next several quarters in Australia. Noting the indifferent consumer sentiment, affecting things such as property investment to undertake consumer orientated development, means that the \$9.9M valuation received in January 2014 has likely waned. The proposed from CCI Group of \$9.6M is considered optimal, and is more than the other unsolicited offer that was received.

The City will have to lodge a subdivision application for this proposal to go forward. Subdivision estimated costs, which will include the provision of all services, have been provided by a consulting Engineer. The costs of the services required by the subdivision are estimated at \$1,000,000, but importantly cover all three lots being the subject of the subdivision.

The provision of power and acoustic walls adjacent to the Railway reservation are the main costs. The remaining two lots are also generating interest and following the subdivision, will be able to be marketed as fully serviced lots. Funds generated by the sale will be placed in the CCW Land Development Reserve Fund.

Strategic Plan/Policy Implications

Demographic Planning

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.

Governance Excellence

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

Budget/Financial Implications

Proceeds of the sale will be transferred to the Major Buildings Reserve Fund for the specific purpose of funding the redevelopment of the Council Depot located at Wellard Road Bibra Lake.



Legal Implications

Provisions of Section 3.58 of the *Local Government Act 1995* apply.

Community Consultation

Details of the proposal have been advertised in a newspaper for State wide publication, as required by Section 3.58 of the *Local Government Act 1995*.

Attachment(s)

Map showing subject lot.

Advice to Proponent(s)/Submitters

The Proponents have been advised that this matter is to be considered at the 11 December 2014 Ordinary Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

14.10 (MINUTE NO 5427) (OCM 11/12/2014) - PROPOSED VARIATION TO ROBB JETTY LOCAL STRUCTURE PLAN: VARIOUS LOTS, NORTH COOGEE APPLICANT: LANDCORP (110/063) (C CATHERWOOD) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Schedule of Submissions prepared in respect to the proposed variation to the Robb Jetty Local Structure Plan;
- (2) pursuant to Section 6.2.14.1(a) of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopt the proposed variation to the Robb Jetty Local Structure Plan, subject to the following modifications being undertaken:
 1. Update the reservation of 'Lakes and Drainage' to accord with the existing boundaries of Reserve 42489.
- (3) advise the proponent that in adopting the proposed variation, Council is not willing to accept at this stage the future Management Order for the land indicated as 'Public Purpose (Civic)' on the proposed plan;
- (4) advise the proponent that it may be willing to reconsider its



position under (3) subject to the following:

1. A Site Management Plan being submitted which details the maintenance responsibilities which would be associated with this site, including a breakdown of costs each year for a minimum time horizon of 30 years.
 2. An independent analysis to determine whether these maintenance responsibilities exceed (by way of cost) the normal responsibilities associated with an area of public open space which is not contaminated, for a time horizon of 30 years.
 3. Agreement from the proponent to meet the additional cost gap, if one such exists, for the 30 year time horizon.
 4. Advice on the type of geotextile membrane proposed to be used, its likely lifespan, and the practicalities of replacement.
 5. A Landscape Management Plan for the site.
- (5) in pursuance of Clause 6.2.14.3 of the Scheme, forward the local structure plan to the Western Australian Planning Commission;
- (6) advise the proponent and submitters of the above decision; and
- (7) in light of local government reform, provide a copy of the above decision to the City of Fremantle for their information.

COUNCIL DECISION

MOVED C/r L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

The original Robb Jetty Local Structure Plan was adopted by Council on 8 May 2013 and endorsed by the WAPC on 16 July 2014. Since then, more detailed subdivisional design and contaminated sites investigation has led the proponent (Landcorp) to seek variations to the endorsed plan.

Detail of the variations is set out in the Report section of this item. In brief, these variations involve:



- Changing two areas of land currently zoned for 'Residential' and reserved as 'Road' to land reserved as 'Public Purpose (Civic)'. This land is proposed to retain contaminants (primarily lead) on site.
- Changing two areas currently zoned for 'Residential' to reserves for 'Lakes and Drainage'. This land is currently used for drainage purposes and is now proposed to be retained for this purpose. The associated Local Water Management Strategy has also been updated and forms an attachment to the Local Structure Plan.

Submission

The proponent submits the proposed variations are requested to manage contaminants (enabling retention and management in situ rather than removal off site). Retention of the contaminants also impacts the proposed drainage strategy as basins can no longer be located on the affected land without compromising the management plan.

The variation to the Robb Jetty Local Structure Plan has been submitted by HASSELL on behalf of Landcorp.

Report

The purpose of this report is for Council to consider whether it is prepared to adopt the variation to the Robb Jetty Local Structure Plan.

Planning Background

The Robb Jetty Local Structure Plan applies to the Cockburn Coast project area bounded by Rollinson, Cockburn and McTaggart Cove Roads and the foreshore reserve and freight railway line as shown in the Precinct Plan (Attachment 1).

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area 33 ("DA 33"), Development Contribution Area No. 13 ("DCA 13") and proposed Development Contribution Area No. 14 ("DCA 14").

Proposed Variation to Local Structure Plan

Proposed retention of drainage reserves

An updated Local Water Management Strategy ("LWMS") has been prepared to accompany the proposed variation to the Robb Jetty Local



Structure Plan. Since the original LWMS was endorsed, further site investigations and stakeholder discussions have been undertaken. This resulted in the notification that additional portions of the development area are subject to contaminated material including part of the area where the proposed basin (N2) was to be located.

As a result of this contaminated lands site investigation, it was advised that the area previously identified for stormwater infiltration is no longer suitable for retaining and infiltrating stormwater due to the underlying contamination and as a consequence its potential for movement and the associated impact on surrounding areas. As such, the stormwater strategy originally proposed for Robb Jetty requires amendment to reflect the revised site conditions.

The change in the LWMS is reflected in the proposed variation to the Local Structure Plan map by reserving dedicated drainage lots as 'Lakes and Drainage'. There are associated textual and minor mapping updates within the structure plan text to reflect this change. There is a mapping error which needs correcting of the advertised version of the plan. The error is an area of private landholding shown to be reserved 'Lakes and Drainage'. A modification to correct this error and keep to the existing drainage reserve boundary is included in the officer recommendation.

Proposed Public Purpose (Civic) reserve

A contaminated site investigation of the former marshalling yards site has indicated contaminants (primarily lead) present on the property. The suggested management plan is to retain these on site and manage in situ, covering in geotextile and fill. This approach is discussed further below under the subheading 'Land Management Issues'.

This land would be in addition to the minimum 10% public open space already provided for, and is situated directly adjacent to one of these areas. The land has been proposed to be removed from the Residential zone and reserved as 'Public Purposes (Civic)'. Selection of this reserve under the Scheme is important as land reserved for Public Open Space forms part of the proposed DCP14 (and DCP13 in the case of the oval site). Other landowners should not be expected to fund the management solution for this contaminated land. Reservation as 'Public Purpose (Civic)' assists in reinforcing that position.

The proposed variation to the Local Structure Plan map is shown by reserving the affected land as 'Public Purpose (Civic)'. There are associated textual and minor mapping updates within the structure plan text to reflect this change.



Land Management Issues

The practice of containing contaminated soil on site does not occur regularly. City staff have discussed the concept with the City's Contaminated Sites Auditor who has confirmed it is acceptable in similar circumstances, both nationally and internationally. The concept has also been discussed with the Manager of Health at the City of Fremantle (cognisant this land would transfer to Fremantle under local government reform). They have indicated they are also comfortable with the proposal.

The alternative option to management on site is to excavate, transfer to trucks, and transport to a landfill for burial. This raises concerns with potential for dust emissions.

The contaminated material is largely lead which is not especially toxic and doesn't leach to ground water. It would be buried at a depth that removes any likelihood of disturbance by excavation in the future. It would be covered by a strong geotextile sheet plus a visible warning layer to alert any future excavator.

The geotextile material would be guaranteed to last for a period of time that would be similar to the design life of a typical building and would be commonly accepted by jurisdictions around the world. Advice has been sought from Landcorp on the lifespan of the proposed geotextile. A Landscape Management Plan (also requested) would be needed to show the presence of any tall trees which may have deep roots and any structures needing deep footings and these areas will need special treatment to ensure they don't impact the geotextile layer. This would be included in the various Management Plans and any Management Order should not be accepted until complete satisfaction is achieved with these plans. There would be an ongoing need for the managing local government to ensure that they have records systems that alert their operations workforce and planners about the presence of the material. It is noted the City of Fremantle have a number of contaminated sites with similar restrictions including in North Fremantle and around the old South Fremantle Landfill and quite possibly already manage the necessary alert systems.

This suggests that it may be viable for the local government to accept future management of this contaminated land. In saying this, there are still uncertainties pertaining to financial risks. To address such uncertainties, it is recommended that Council appropriate caveat its position by not agreeing to accept management of the site, and that further information is needed to reconsider this position. This information being:

- A Site Management Plan, which details the maintenance responsibilities which would be associated with this site, including a



breakdown of costs each year for a minimum time horizon of 30 years.

- An independent analysis to determine whether these maintenance responsibilities exceed (by way of cost) the normal responsibilities associated with an area of public open space which is not contaminated, for a time horizon of 30 years.
- Agreement from the proponent to meet the additional cost gap, if one such exists, for the 30 year time horizon.
- Advice on the type of geotextile membrane proposed to be used; its likely lifespan and the practicalities of replacement.
- A Landscape Management Plan for the site.

This information once received would assist the local government in determining whether it is or is not willing to accept the ultimate management of this contaminated site. Note that in the absence of the local government accepting such; it would fall to the State Government's Department of Land to manage.

In summary, it is appropriate for Council to adopt the structure plan variation, but to clearly advise the proponent that at this time, it is not in a position to accept future management of the 'Public Purpose (Civic)' land shown on the proposed plan. Further advice should also be provided this position may be reconsidered by submission of additional information, as outlined above.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.

Leading & Listening

- A culture of risk management and compliance with relevant legislation, policy and guidelines.

Environment & Sustainability

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.
- Identification and minimisation of impacts to human health risk.



Budget/Financial Implications

Proposed Public Purpose (Civic) reserve

Should this land be vested with the City (or any entity) there would be an ongoing need for maintenance and renewal attributed to the site. The proposed management of contaminants would see a geotextile layer secured over the contaminants and a design response for the embellishment of the land planned and installed accordingly by Landcorp.

Maintenance and renewal costs are likely to be akin to management of the adjacent public open space. This land will be in addition to the minimum 10% public open space requirement. Should the City look to take on management of this land, a contribution should be made by Landcorp to offset any additional maintenance and renewal costs incurred in managing this site, above that of ordinary POS areas. A thirty year period should be considered appropriate. This is reflected in the officer recommendation. This time period accords with the average life span of some of the hard infrastructure items (for example footpaths).

Proposed retention of drainage reserves

Previously these basins were proposed to be 'designed out'. With their retention there may come an expectation they be visually improved by surrounding landowners. A requirement has been included that the adjoining developers, should they choose to drain into these drainage reserves, will need to contribute (proportionally) to their upgrading. This is not likely to be sufficient to cover the entire costs of upgrading the basins for aesthetic purposes. Although, the Local Water Management Strategy outlines the City has no intention to carry out further upgrades on these basins, there may be a requirement to complete the upgrade works and undertake ongoing maintenance.

Legal Implications

Nil.

Community Consultation

The proposal was advertised for a period of 21 days, ending 11 November 2014. Advertising consisted of a newspaper advertisement in the Cockburn Gazette and letters to all landowners within the Robb Jetty local structure plan area.

A total of six submissions were received. Only two submissions raised concerns with the proposal. One has been resolved via modification to



the plan to correct a mapping error. The other raised issues not appropriate to annotate on a structure plan, did not limit comments to the modification proposed and appeared more directed to the applicant at the subdivision stage. This submitter has been put in touch with the applicant to discuss their concerns and ensure they are being considered at the appropriate stages, mindful that Landcorp already has their Stage One subdivision approval.

Attachment(s)

1. Cockburn Coast Precinct Plan
2. Proposed variation to Robb Jetty Local Structure Plan with areas of variations marked up.
3. Schedule of Submissions

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 December 2014 Ordinary Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (MINUTE NO 5428) (OCM 11/12/2014) - LIST OF CREDITORS PAID - OCTOBER 2014 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for October 2014, as attached to the Agenda.

COUNCIL DECISION

MOVED C/r L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0



Background

It is a requirement of the Local Government (Financial Management) Regulations 1996, that a List of Creditors be compiled each month and provided to Council.

Submission

N/A

Report

The List of Accounts for October 2014 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

Strategic Plan/Policy Implications**Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.
- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

List of Creditors Paid – October 2014.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



15.2 (MINUTE NO 5429) (OCM 11/12/2014) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2014 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statements of Financial Activity and associated reports for October 2014, as attached to the Agenda; and
- (2) amend the 2014/15 Municipal Budget by reducing accommodation charges recovered from the grant funded Family Services budgets (under GL activities 310, 350 and 375) by a net \$15,482 to reflect the relocation of staff to the Cockburn GP Super Clinic facility.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Clr Y Mubarakai SECONDED Clr P Eva that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Background

Regulations 1996 prescribes that a local government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:-

- (a) details of the composition of the closing net current assets (less restricted and committed assets);
- (b) explanation for each material variance identified between YTD budgets and actuals; and
- (c) any other supporting information considered relevant by the local government.

Regulation 34(4)(a) prescribes that the Statement of Financial Activity and accompanying documents be presented to Council within 2 months after the end of the month to which the statement relates.



The regulations require the information reported in the statement to be shown either by nature and type, statutory program or business unit. The City chooses to report the information according to its organisational business structure, as well as by nature and type.

Local Government (Financial Management) Regulations - Regulation 34 (5) states:

- (5) *Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.*

This Regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details. Council adopted a materiality threshold of \$200,000 for the 2014/15 financial year at its August meeting.

Submission

N/A

Report

Opening Funds

The current figure of \$13.2M represents the closing municipal position for 2013/14 and this has now been audited. This amount covers the \$3M surplus forecast in the adopted budget, \$8.9M of municipal funding attached to carried forward works & projects and a residual balance of \$1.3M in uncommitted funds that was applied to the CCW Development Fund Reserve in accordance with Council's budget policy.

Closing Funds

The City's closing funds of \$86.8M are \$8.6M higher than the YTD budget target. This comprises net favourable cash flow variances across the operating and capital programs as detailed later in this report and the impact of the opening funds variance described earlier.

The revised budget shows end of year closing funds of \$6,443. The previous month's position of \$21,925 has been reduced due to extra accommodation costs associated with Financial Counselling staff relocating to the GP Super Clinic. The budgeted closing funds fluctuate throughout the year, due to the impact of Council decisions and budget recognition of additional revenue. Details on the composition of the



budgeted closing funds are outlined in Note 3 to the financial summaries attached to this report

Operating Revenue

Consolidated operating revenue of \$99.6M was ahead of the YTD budget forecast by \$1.6M. Significant variances in this result were:

- Rates revenue is \$0.2M ahead of YTD budget due to higher part year rating adjustments.
- Fees & charges were \$1.1M ahead of YTD budget due to the receipt of \$1.0M in lease revenue for the GP super clinic. This represents 20 years of lease revenue belonging to the GP super clinic and will be addressed from an accounting and budgeting perspective in November.
- Operating grants & subsidies were also over YTD budget by \$0.3M comprising \$0.2M in additional child day care subsidies received.

Further details of budget variances are disclosed in the Agenda attachment.

Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$35.5M was under the YTD budget by \$1.6M and comprised the following significant items:

- Material and Contracts were \$1.6M under YTD budget with most business units contributing. The Engineering directorate contributed \$0.8M towards the variance, Community Services \$0.4M and Executive Services \$0.3M.

A more detailed explanation of the variances within each business unit is included in the attached financial report.

The following table shows the operating expenditure budget performance at the consolidated nature and type level:

Nature or Type Classification	Actual Expenses \$M	YTD Revised Budget \$M	Variance to YTD Budget \$	FY Revised Budget \$M
Employee Costs - Direct	13.34	13.18	(0.16)	43.40
Employee Costs - Indirect	0.22	0.21	(0.01)	0.96
Materials and Contracts	10.14	11.75	1.61	35.37
Utilities	1.39	1.55	0.16	4.58



Nature or Type Classification	Actual Expenses \$M	YTD Revised Budget \$M	Variance to YTD Budget \$	FY Revised Budget \$M
Interest Expenses	0.00	0.00	0.00	0.12
Insurances	1.15	1.13	(0.02)	2.34
Other Expenses	2.11	2.05	(0.06)	7.58
Depreciation (non-cash)	8.16	8.30	0.15	24.91

Capital Expenditure

The City's actual capital spend for the month of October was \$8.6M, representing an under spend of \$5.9M on the YTD budget of \$14.5M.

The following table shows the budget variance analysis by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Annual Budget \$M	Commit Orders \$M
Roads Infrastructure	1.68	2.16	0.48	16.42	0.82
Drainage	0.17	0.13	(0.04)	1.60	0.03
Footpaths	0.41	0.59	0.18	1.29	0.03
Parks Hard Infrastructure	0.86	1.37	0.52	8.23	1.11
Parks Soft Infrastructure	0.25	0.21	(0.04)	0.92	0.09
Landfill Infrastructure	0.08	0.32	0.24	1.49	0.01
Freehold Land	0.04	0.26	0.22	1.38	0.00
Buildings	3.89	7.00	3.12	31.73	4.03
Furniture & Equipment	0.01	0.01	0.00	0.01	0.00
Computers	0.42	0.68	0.26	1.19	0.07
Plant & Machinery	0.77	1.77	0.99	5.58	2.17
Total	8.57	14.50	5.93	69.86	8.36

The major variances occur in the buildings, plant and machinery asset classes. Further details on the significant spending variances by project are disclosed in the attached CW Variance analysis report.

Capital Funding

Capital funding sources are highly correlated to capital spending, the sale of assets and the rate of development within the City (developer contributions received).

Significant variances for October include:

- Transfers from financial reserves were \$4.4M behind budget, consistent with the capital under spend.

- Developer contributions received under the Community Infrastructure plan are \$1.3M ahead of the YTD budget.
- Developer contributions totalling \$0.45M received for Success North, Munster and Yangebup East DCP areas.
- Fremantle Football Club contributions to the CCW Cockburn Regional Physical Activity and Education Centre were ahead of the budget setting by \$0.44M
- Road project grant funding of \$1.6M has been received ahead of the set YTD budget. The budget will be modified to reflect this next month.
- Proceeds from the sale of land (\$1.1M) and plant assets (\$0.2M) were collectively \$1.3M behind YTD budget settings.

Cash & Investments

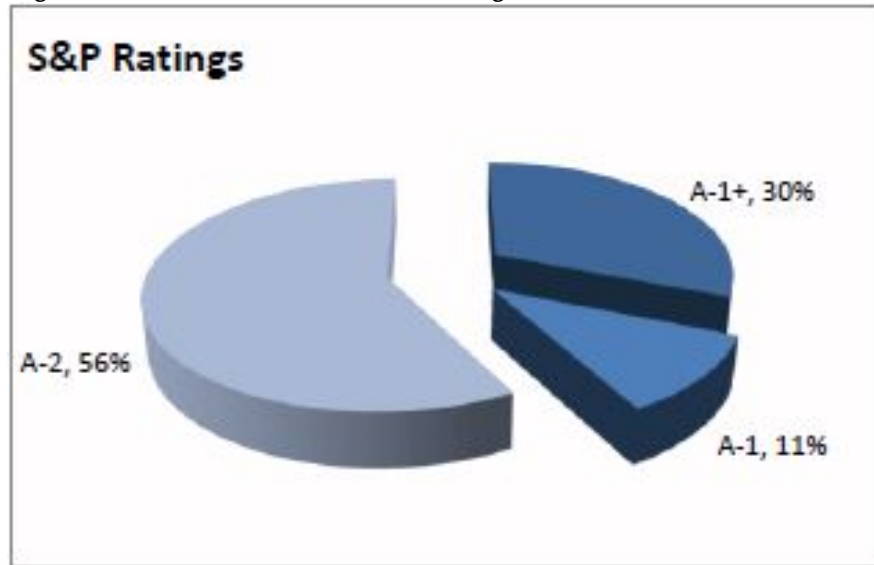
Council's cash and financial investment holding at October month end totalled \$149.3M, up from \$145.4M the previous month. \$82.7M represented the balance held in the City's cash backed financial reserves. Another \$3.9M represented funds held for other restricted purposes such as deposit and bond liabilities. The remaining \$62.7M represented the cash and financial investment component of the City's working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments.

The City's investment portfolio made a weighted annualised return of 3.65% in October, down from 3.67% the previous month. Whilst this compares favourably against the BBSW 6 month annualised rate of 2.78%, the return is trending downwards due to the low official Australian cash rate of 2.50% and a general tightening of margins within the term deposit market. Regulatory changes being introduced on 1 January 2015 by APRA for all Australian Authorised Deposit-taking Institutions (ADIs), is also likely to have a negative impact on the performance of term deposit investments, particular short dated investments.

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian banks. These are invested for terms ranging between three and twelve months in order to lock in the most beneficial rate and meet the City's cash flow requirements. Factors considered when investing include maximising the value offered within the current interest rate yield curve and mitigating cash flow liquidity risks. All TD investments comply with the Council's Investment Policy and fall within the following risk rating categories:

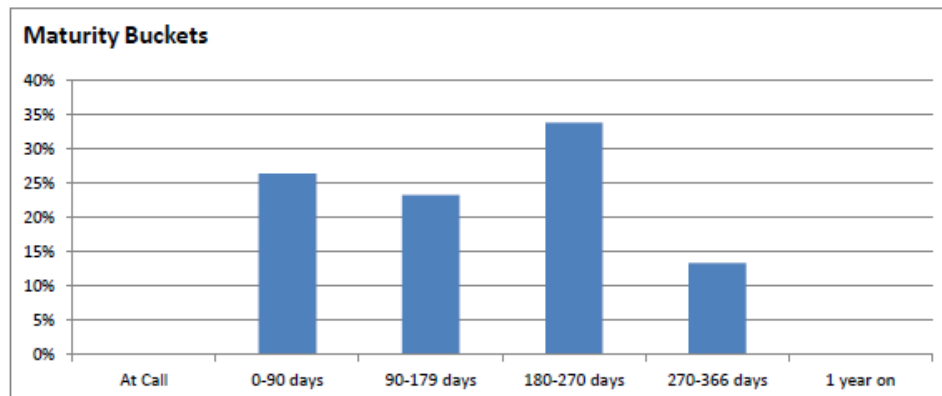


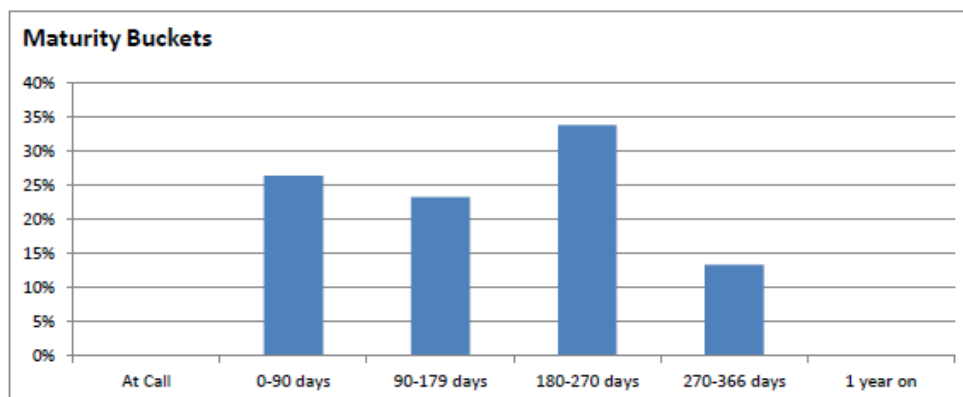
Figure 1: Council Investment Ratings Mix



Given we are now at the bottom of the current interest rate cutting cycle (consensus view of the market) the investment strategy now aims to shorten the average duration for the investment portfolio. TD investments offering value over short to medium terms (3 to 6 months) are preferred, subject to cash flow planning requirements. This will reduce risks associated with a potential increase in interest rates over the medium term. The City's investment portfolio currently has an average duration of 168 days, graphically depicted below:

Figure 2: Council Investment Maturity Profile





Budget Revisions

Budget adjustments are necessary within the Family Services unit to account for the net cost of reallocating staff in financial counselling and support services to the Cockburn GP Super Clinic facility.

These adjustments will impact the 2014/15 Municipal Budget by decreasing the City’s forecast closing funds from \$21,925 to \$6,443.

Description of Graphs and Charts

There is a bar graph tracking Business Unit operating expenditure against budget. This provides a very quick view of how the different units are tracking and the comparative size of their budgets.

The Capital Expenditure graph tracks the YTD capital spends against the budget. It also includes an additional trend line for the total of YTD actual expenditure and committed orders. This gives a better indication of how the capital budget is being exhausted, rather than just purely actual cost alone.

A liquidity graph shows the level of Council’s net current position (adjusted for restricted assets) and trends this against previous years. This gives a good indication of Council’s capacity to meet its financial commitments over the course of the year. Council’s overall cash and investments position is provided in a line graph with a comparison against the YTD budget and the previous year’s position at the same time.

Pie charts included show the break-up of actual operating income and expenditure by nature and type and the make-up of Council’s current assets and liabilities (comprising the net current position)

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.



- Manage our financial and infrastructure assets to provide a sustainable future.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

Budget amendments included in the recommendation will decrease the City's closing Municipal Budget position for 30 June 2015 by \$21,925 to \$6,443.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Position and associated reports – October 2014.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

16. ENGINEERING AND WORKS DIVISION ISSUES

16.1 (MINUTE NO 5430) (OCM 11/12/2014) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE - GRAFFITI (038/004;013/004) (J KIURSKI) (ATTACH)

RECOMMENDATION

That Council

- (1) notes the number of graffiti removal cases; and
- (2) notes the Graffiti Removal Policies PSEW20 'Non-City Owned Property' and PSEW10 'Council Property'.



COUNCIL DECISION

MOVED Cllr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

At the Ordinary Council Meeting 9 October 2014, Cllr Phil Eva requested:

“that a report be prepared on Graffiti. The report should outline the number of cases of graffiti in 2014 and what policies are in place in relation to graffiti.”

Submission

N/A

Report

The City undertakes removal of graffiti from “Non-City Owned Property” and “Council Owned Property”. “Non-City Owned Property” refers to all property which is owned or managed by any other public or Government authority, or private owner is located within the City. It only refers to structures or equipment located on a property, which is clearly visible from a public area and where the aesthetic of the area is compromised. “Council Owned Property” refers to structures or equipment which is owned and is the exclusive responsibility of Council to maintain.

To provide a process by which removal of graffiti can be adequately and uniformly addressed in order for the City to demonstrate its commitment to creating an attractive environment, Council developed PSEW10 ‘Graffiti & Vandalism Response – Council Property’ and PSEW20 ‘Graffiti Response – Non-City Owned Property’.

PSEW10 ‘Graffiti & Vandalism Response – Council Property’; all graffiti of an offensive nature will be removed within one (1) working day of notification being received by the City. Whilst graffiti of a non-offensive nature is removed within three (3) working days of notice being provided to Council, subject to available resources.



PSEW20 'Graffiti Response – Non-City Owned Property'; all graffiti of an offensive nature will be removed within two (2) working day of notice being provided to Council. Graffiti of a non-offensive nature will be removed within five (5) working days of notice being provided to Council, subject to available resources.

All cases of graffiti and property damage made known to Council are reported to the WA Police Department, through an established administrative process. This enables Police records to be continually updated and susceptible areas targeted for Police response. The reporting process involves the photography of all graffiti prior to its removal, as evidence for the Police and to facilitate potential claims.

Graffiti removal on Non-City Owned Property and City owned property other than road reserve, footpath, bus shelters and playgrounds has been contracted to Kleenit Graffiti Removal Services with the current contract in place until October 2015. The City's Engineering team of three officers manage the removal of the graffiti within road reserve, footpath, bus shelters and playgrounds.

Statistics

There were 697 customer requests for graffiti removal between January - October 2014, with a total graffiti area of 73,041m² removed from the City and Non-City properties. Total cost of graffiti removal for the period January - October 2014 was \$306,596 with the contractor cost totalling \$120,261 and \$186,335 being internal operational cost. A monthly breakdown of statistics is presented in the attachment. Comparative statistics for the same period, January - October 2013, show 1058 customer requests were received with an expenditure of \$448,163 of which \$249,865 assigned to contractor costs. The reduction in events and cost is a positive outcome and reflects the City's commitment to managing this issue.

Community Perceptions Survey

The 2014 Community Perceptions Survey identifies an 80% satisfaction rating for Graffiti removal services which is a marginal increase on 2013 figures. Ratings are highest amongst seniors with single and couples in the lower ranges. The 2014 Industry Standard score of 50 is slightly below the industry average of 56 however is 11 points higher than 2013 score of 39. The positive trend relates to improved management processes and attendance response times.



Strategic Plan/Policy Implications

Community & Lifestyle

- Safe communities and to improve the community's sense of safety.
- Promotion of active and healthy communities.

Environment & Sustainability

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.
- Identification and minimisation of impacts to human health risk.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Community Perceptions Survey

The 2014 Community Perceptions Survey identifies an 80% satisfaction rating for Graffiti removal services which is a marginal increase on 2013 figures. Ratings are highest amongst seniors with single and couples in the lower ranges. The 2014 Industry Standard score of 50 is slightly below the industry average of 56; however, it is 11 points higher than 2013 score of 39. The positive trend relates to improved management processes and attendance response times.

Attachment(s)

Graffiti removal schedule.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



16.2 (MINUTE NO 5431) (OCM 11/12/2014) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE - BUS SERVICES IN COOLBELLUP (164/001) (J MCDONALD)

RECOMMENDATION

That Council notes the bus routes, frequency and recent changes to the bus services in Coolbellup.

COUNCIL DECISION

MOVED Cllr S Pratt SECONDED Cllr B Houwen that Council:

- (1) notes the bus routes, frequency and recent changes to the bus services in Coolbellup; and
- (2) writes to the Minister for Transport requesting bus route 513 be reinstated to its original timetable due to the demand received by the City from the residents of Coolbellup.

CARRIED 9/0

Reason for Decision

The residents who previously used this service have been negatively impacted by the changes to routes. The re-implementation would be greatly appreciated by Coolbellup residents.

Background

At the Ordinary Council Meeting held on 11 September 2014, Cr Stephen Pratt requested:

“that a report be prepared for the November 2014 Ordinary Council Meeting outlining the current bus service and frequency through Coolbellup and any recent changes to the bus service.”

Submission

N/A



Report

Bus routes

The suburb of Coolbellup is well serviced by four bus routes that either travel directly through the suburb or pass by on a major road. These bus routes link Coolbellup to a number of destinations including train stations, district shopping centres, educational facilities, the Murdoch Activity Centre, Cockburn Central, Fremantle and the Perth CBD.

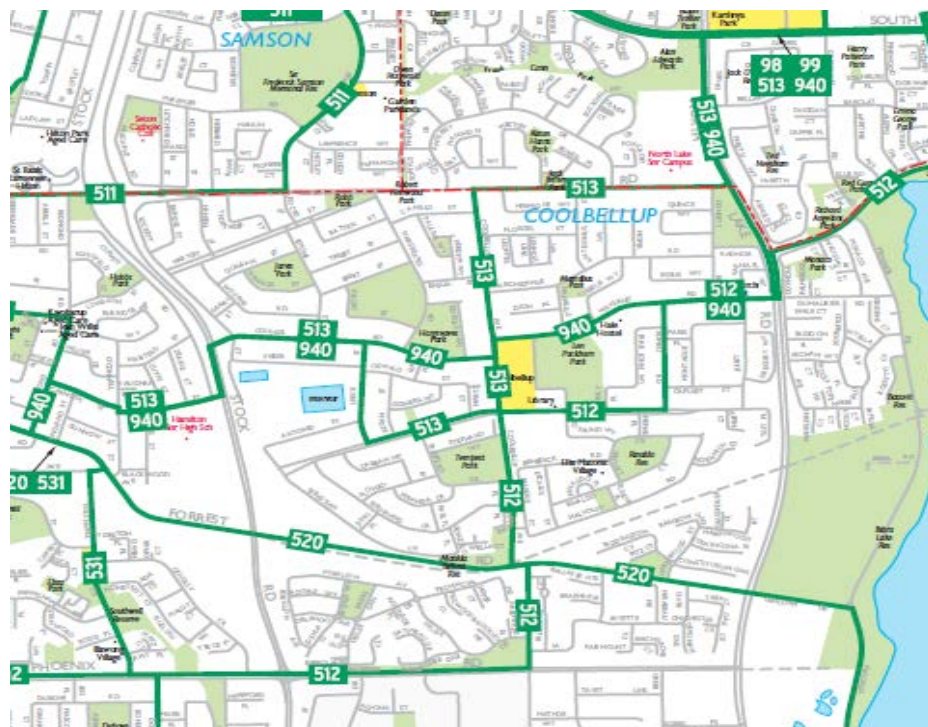
The four bus services, their starting and end points, and their route through Coolbellup are listed in Table 1, and show graphically in Figure 1, which is an extract from Transperth's Network Map Sheet 5, dated September 2014.

Table 1: Coolbellup bus services

Route	From	To	Route through Coolbellup
512	Murdoch Station	Spearwood	North Lake Road, Waverley Road, Romeo Road, Cordelia Avenue, Coolbellup Avenue, Forrest Road
513	Murdoch Station	Fremantle Station	Winterfold Road, Coolbellup Avenue, Cordelia Avenue, Leece Street, Counsel Road, Stock Road
520	Cockburn Central	Fremantle Station	Forrest Road
940	Hamilton Hill	Perth (via Booragoon)	Stock Road, Counsel Road, Coolbellup Avenue, Waverley Road, North Lake Road



Figure 1: Extract from Transperth Network Map Sheet 5 (Sept. 2014)



Bus service frequency

Coolbellup is serviced by a total of 336 buses service each weekday and 307 on weekend days. The time that each bus service starts and finishes; the frequency during both peak hours and inter peaks; and, the number of daily services is listed in Table 2.

Table 2: Bus service frequency

Route	First service	Last service	Frequency		No. of services ¹	
			Peak hour	Inter peak	W'day	W'end
512	To Spearwood Mon-Fri 7:04am Sat 7:35am Sun 8:35	To Spearwood Mon-Fri 9:04pm Sat 8:35pm Sun 7:35pm	15min	30 & 60 min	64	50
	To Murdoch 5:59am Sat 6:11am Sun 8:12am	To Murdoch 9:29pm Sat 6:13pm Sun 6:14pm				
513	To Fremantle Mon-Fri 5:36am (Hamilton SHS start)	To Fremantle Mon-Fri 9:34pm Sat 9:09pm Sun 7:20pm	15min	30 & 60 min	70	59



Route	First service	Last service	Frequency		No. of services ¹	
			Peak hour	Inter peak	W'day	W'end
	Sat 6:20am Sun 6:36am (Hamilton SHS start) To Murdoch Mon-Fri 6:11am Sat 6:22am Sun 6:22am	To Murdoch Mon-Fri 10:21pm Sat 10:51pm Sun 9:15pm				
520	To CC Mon-Fri 5:18am Sat 6:38am Sun 7:16am To Fremantle Mon-Fri 5:40am Sat 6:54am Sun 7:48am	To CC Mon-Fri 11:16pm Sat 11:30pm Sun 10:16pm To Fremantle Mon-Fri 10:43pm Sat 10:38pm Sun 9:38pm	15min	30 & 60 min	82	64
940	To Perth Mon-Fri 5:36am Sat 6:24am Sun 6:54am To Hamilton Hill Mon-Fri 6:55am Sat 7:25am Sun 7:55am	To Perth Mon-Fri 10:53pm Sat 10:54pm Sun 10:54pm To Hamilton Hill Mon-Fri 11:55pm Sat 11:55pm Sun 11:55pm	15min	30 & 60 min	120	134

1. Buses in both directions per day.

Recent changes to bus services

Route 512, introduced earlier this year, is the most recent route added to Coolbellup. The 513 bus route (Fremantle to Murdoch Station) has been realigned to Coolbellup Road and Winterfold Road, and no longer travels along Cordelia Avenue (east of Coolbellup Avenue), Romeo Road or Waverly Road, except for a small number of week day services that deviate via Romeo Road to provide a service to Hale House, a retirement village on Waverly Road.



Service changes to the 520 bus route occurred as of 12 October 2014 but do not include changes to the route taken through Coolbellup. The 520 bus has had time changes, a permanent route change seeing the bus travel via North Lake Road instead of Poletti Rd and Beeliar Drive for a faster journey to and from Cockburn Central Station where it now terminates. The 940 bus route had a change to the stand it departs from at the Esplanade Busport only.

Future bus services

Advice from the Public Transport Authority is that although Transperth has no short, medium or long-term plans for additional routes within Coolbellup, the following route and frequency changes are being considered or are planned:

- Route 512 is planned to extend to Fremantle via Cockburn Coast, in the long-term;
- Routes 511, 512, 513 will be upgraded to 10 min peak, 30 min interpeak over time, subject to resources and patronage performance;

Route 940 may undergo a route change outside of Coolbellup in the long-term; however, this is a number of years away and would be subject to community consultation.

Strategic Plan/Policy Implications

Moving Around

- An integrated transport system which balances environmental impacts and community needs.
- Facilitate and promote healthy transport opportunities.
- A safe and efficient transport system.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

Budget/Financial Implications

N/A

Legal Implications

N/A



Community Consultation

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

16.3 (MINUTE NO 5432) (OCM 11/12/2014) - TENDER NO. RFT14/2014 - STREET LIGHTING - SUPPLY AND INSTALLATION ON NORTH LAKE ROAD (FROM HAMMOND ROAD TO KENTUCKY COURT), COCKBURN CENTRAL (RFT14/2014) (C MACMILLAN, J KIURSKI) (ATTACH)

RECOMMENDATION

That Council accepts the Tender submission from Interlec (WA) Pty Ltd for RFT14/2014 Street Lighting – Supply and Installation North Lake Road (from Hammond Road to Kentucky Court), Cockburn Central WA for the estimated total lump sum of (\$897,207.41 Inc. GST) (\$815,643.10 Ex GST) based on the submitted schedule of rates and additional services.

COUNCIL DECISION

MOVED Clr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

The City is currently constructing the second carriageway of North Lake Road between Hammond Road and Midgegooroo Avenue in Cockburn Central. The duplication is a dual funded project with Main Roads WA to improve the transport network for local and wider community.



The duplication works include relocation of Western Power assets and new street light installations. Under Western Power categories for works of this size, the City was required to execute the Option “B” model. Option “B” requires the procurement of an electrical contractor to complete the designs to Western Power specifications followed by the procurement of a competent electrical installer. The City engaged Underground Power Developments to complete the design drawings which form the basis of the tender documents.

Tender Number RFT14/2014 Street Lighting – Supply And Installation North Lake Road (From Hammond Road to Kentucky Court), Cockburn Central was advertised on Saturday 20th September 2014 in the Local Government Tender Section of “The West Australian” newspaper. The Tender was also displayed on the City of Cockburn’s E-tendering website from 20th September 2014 to Tuesday 7th October 2014.

Submission

Tenders closed at 2:00 p.m. (AWST) on Tuesday, 7 October 2014 with tender submissions received from the following seven (7) companies:

	Tenderer Name	Trading Name
1	Densford Civil	Densford Civil
2	Electcraft Power	Electcraft Power
3	Future Power WA	Future Power WA
4	Interlec WA Pty Ltd	Interlec WA Pty Ltd
5	Mainswest Pty Ltd	Mainswest Pty Ltd
6	Power On Cabling	Power On Cabling
7	Stiles Electrical	Stiles Electrical

Report

Compliance Criteria

The following index was used to determine whether the submissions received were compliant.

	Compliance Criteria
(a)	Compliance with the Conditions of Tendering – Part 1 of this Request.
(b)	Compliance with the Specification – Part 2 contained in the Request.
(c)	Completion and submission of Form of Tender – Clause 3.1 .

	Compliance Criteria
(d)	Compliance with Insurance Requirements and completion of Clause 3.2.7 .
(e)	Compliance with Electrical Licence requirement. (Clause 1.10.14) and completion of Clauses 3.4 and 3.10 .
(f)	Compliance with Approved Western Power Contractor and Sub-Contractors requirements (Clause 1.10.14) and completion of Clause 3.5 .
(g)	Compliance with Fixed Price and completion of Section 3.8.2.
(h)	Compliance with Sub-Contractors Requirements and completion of Clause 3.9
(i)	Compliance with and completion of the Price Schedule – Part 4 , in the format provided in this Request.
(j)	Compliance with OSH Requirements and completion of Appendix A .
(k)	Compliance with ACCC Requirements and completion of Appendix B .
(l)	Acknowledgement of any Addenda issued.

Tender Compliance

Procurements Services deemed Power On Cabling as non-compliant due to not providing the fixed price criteria G. The Evaluation Chairman was advised of this non-compliance, however in consultation with the panel, determined it was a minor event and decided to evaluate their submission.

Tenderers Name	Compliance Assessment
Densford Civil	Compliant
Electcraft Power	Compliant
Future Power WA	Compliant
Interlec WA Pty Ltd	Compliant
Mainswest Pty Ltd	Compliant
Power On Cabling	Compliant
Stiles Electrical	Compliant

Tender Evaluation Criteria

Tenders were assessed against the following criteria:



Evaluation Criteria	Weighting Percentage
Demonstrated Experience	20%
Key Personnel Skills and Experience	15%
Tenderers Resources	10%
Methodology	10%
Sustainability Experience	5%
Tendered Price – Lump Sum	40%
TOTAL	100%

Tender Intent/Requirements

The purpose of this tender was to select an experienced, competent and reliable electrical contractor to install new street lighting, provide service connections to businesses and private properties and relocate existing Western Power Assets to facilitate the duplication of North Lake Road.

Evaluation Panel

Tender submissions were evaluated by the following City of Cockburn staff:

1. Colin MacMillan – Works Coordinator – Roads (Chairman);
2. Jadranka Kiurski – Manager, Engineering Services (SBMG Representative); and
3. Roan Barrett – Accounting Services Coordinator - Finance

Scoring Table

Tenderer's Name	Percentage Scores		
	Cost Evaluation	Non - Cost Evaluation	Total
	40%	60%	100%
<i>Interlec (WA) Pty Ltd**</i>	37.33	31.27	68.61
Densford Civil	35.77	29.08	64.85
Stiles Electrical	34.45	29.92	64.37
Electcraft Power	40.00	24.26	64.26

Future Power WA	30.64	32.83	63.48
Power On Cabling	33.51	28.73	62.23
Mainswest Pty Ltd	27.08	29.51	56.59

****Recommended Submission**

Evaluation Criteria Assessment

Demonstrated Experience

Interlec (WA) Pty Ltd experience includes street lighting projects for various local governments including Joondalup, Armadale, Rockingham, Mandurah, Cambridge, Vic Park and Cockburn. They listed 28 street lighting projects completed of similar or greater value in the last 4 years. Interlec (WA) has delivered 4 electrical projects for the City of Cockburn since 2010 and demonstrated professional quality work. Interlec (WA) is a Western Power approved contractor for cable laying. Two referees were contacted and advised they were very reliable and would utilise their services in the future.

Densford Civil experience includes street lighting projects for a number of local governments and two through consultants for commercial developments. They have delivered projects of similar or higher value in the past including one for Cockburn in 2012. Densford are a Western Power approved contractor for cable laying. Three referees were contacted describing their services as professional and would contract them again.

Electcraft Power has not completed any electrical works for local government authorities. However they have delivered a number of electrical projects for other entities including underground power scheme and Temporary power supply. Two referees were consulted and advised that they would use them again.

Future Power WA Pty Ltd has completed street lighting and sports lighting projects for various councils including Gosnell's, Canning and Rockingham. They listed one road lighting project and one cycle path lighting project completed in last 4 years of similar or greater value.

Mainswest experience includes State Underground Power Projects (SUPP) North Attadale, six sub division projects and 3 sub-station upgrades, NBN Projects, Elizabeth Quay and Perth Airport projects. Two referees were consulted with high praise for underground projects completed and would definitely use them again.

Power On Cabling Pty Ltd has completed High Pressure gas, 11Kv power, NBN and water main projects for various councils through



private companies. Two referees were contacted both indicating their ability to deliver the project on time and budget

Stiles Electrical indicated they are not a Western Power approved contractor but listed seven projects of similar value recently completed. They have not completed any local government work; however have been engaged by private contractors, consultants and developers. The seven projects listed outlining the types of electrical works undertaken and management issues which arose and actioned

Key Personnel Skills and Experience

Interlec (WA) Pty Ltd provided 7 licenced electricians and CV's for 11 key personnel. They submitted brief summaries of work history, including detailed spread sheet showing qualifications. Two referees were consulted both expressing personal were excellent, very professional, no issues, minimum fuss, communication very good, great personnel, and would engage them again given the opportunity.

Densford Civil provided electrician details including contractor number and subcontractors for various tasks. Outlined key personnel roles and experience of project staff and detailed CV's for project management staff. Referees responses were positive, staff were approachable, communicate very well and worked effectively with client.

Electcraft Power has submitted names of key personnel however did not list experience or qualifications in selection criteria. There was minor mention of key personnel in their competency statement.

Future Power WA Pty Ltd provided CV's for 5 key personnel. Two referees were consulted with responses positive, staff accommodating and flexible on complex project. One referee quoted "Oval lighting very efficient".

Mainswest provided Electrical contractor numbers and Western Power approved contractor status. Submitted list of staff including relevant experience and detailed list of sub contractor's for specific tasks. Referees recommend their services.

Power on Cabling Pty Ltd electrician details sound with reasonable experience. Two referees were consulted advising site supervisor very good, kept client informed and very well resourced new equipment. One referee quoted "Fast and efficient, would use them again".

Stiles Electrical provided management and supervisory staff CV's with relevant experience likely to oversee the project.



Tenderers Resources

Interlec (WA) Pty Ltd provided company profile, organisation chart, quality assurance, complete plant inventory, insurances and listed no sub-contractors. Sufficient resources were nominated to deliver the project. Also listed is a contingency plan if staff became unavailable.

Densford Civil provided a detailed list of equipment and subcontractors to complete the project, with many contingencies available.

Electcraft Power all earthworks to be completed by subcontractors with subcontractor providing the plant and equipment also through Kennards hire if required.

Future Power WA Pty Ltd provided company profile, organisation chart, plant and equipment list, quality assurance, listed 3 sub-contractors to be confirmed, road crossing boring and traffic management. Sufficient resources nominated to deliver the project.

Mainswest provided detailed list of plant and equipment. Submitted resources planned for North Lake Road project.

Power on Cabling Pty Ltd provided company profile, organisation chart, asset list for equipment, quality assurance information and listed 2 sub-contractors for traffic management and electrical. Sufficient resources nominated to deliver the project.

Stiles Electrical provided limited equipment listed and contingency plan utilising labour hire companies.

Methodology

Interlec (WA) Pty Ltd provided brief methodology with delivery timeframe 12 weeks and they are available from November 2014.

Densford Civil provided brief methodology with delivery timeframe of 10 weeks to complete the project and were available from January 2015 to April 2015.

Electcraft Power provided limited process and a paragraph describing sequence of events.

Future Power WA Pty Ltd provided limited methodology and estimated 10 weeks project delivery timeframe.

Mainswest submitted a detailed process of the proposed construction works and have indicated 14 weeks for project delivery. They provided construction plan incidents and action on similar projects of this type.



Power On Cabling Pty Ltd detailed methodology and estimated 4 weeks project delivery timeframe.

Stiles Electrical outlined detailed methodology and sequence of works with the proposed project delivery time 6-8 weeks.

Sustainability Experience

Interlec provided a sustainability statement.

Densford submitted dust, noise and vibration management plans. Health and safety plan and site classification chart (materials on site) all addressing sustainability.

Electrcraft submitted detailed environmental management plan with sustainability addressed in the document.

Future power provided environmental sustainability policy statement with environmental management plan.

Mainswest submitted and environmental policy, initiatives and a detailed environmental plan.

Power on Cabling provide environmental management plan.

Stiles Electrical provided environmental policy applied to the North Lake road project.

Summation

Taking in consideration all of the submitted response criteria, the evaluation panel recommends to Council that the submission received from Interlec (WA) Pty Ltd as being the most advantageous for the Supply and Installation of Street Lighting and associated works along North Lake Road (from Hammond Road to Kentucky Court), for the estimated total lump sum of (\$897,207.41 Inc GST) (\$815,643.10 Ex GST) based on the submitted schedule of rates and additional services. The successful tender is based on the following:

- Significant demonstrated experience in performing works of similar size.
- A range of personnel that have the experience to undertake these works.
- Appropriate resources to conduct works as required.
- A robust methodology to deliver the works.
- Suitably sustainability experience.
- The price submitted is considered fair and reasonable for the scope of works to be performed.



Strategic Plan/Policy Implications

Transport Optimisation

- To ensure the City develops a transport network that provides maximum utility for its users, while minimizing environmental and social impacts.
- To construct and maintain roads which are convenient and safe for vehicles, cyclists and pedestrians

Budget/Financial Implications

Tender prices submitted are within original estimates for new street light installations and relocation overhead power lines. The requirement to relocate the existing Western Power assets are above estimates due to the high volume services existing in road verge and amount of hand work required to install the additional services, however these costs are still within budget estimates.

The cost of the RFT14/2014 Street Lighting – Supply and Installation North Lake Road (From Hammond Road to Kentucky Court), has been accommodated within the current 2014/15 (CW3544) adopted budget.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

The following Confidential attachments are provided under a separate cover:

1. Lump Sum breakdown
2. Evaluation Score

Advice to Proponent(s)/Submitters

N/A.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



16.4 (MINUTE NO 5433) (OCM 11/12/2014) - OPERATIONS CENTRE REDEVELOPMENT (045/001) (A LEES) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse the staged redevelopment of the Operations Centre;
- (2) provides an allocation of \$252,412 in the 2014/15 Mid-Year Budget Review to commence the Forward Stage Works and consider funding of the future stages at that time; and
- (3) proceed with finalising the detailed design, drawings and tender documentation for stage 1 (A), (B) and (C).

COUNCIL DECISION

MOVED C/r L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

The City's Operations Centre situated at Wellard Street, Bibra Lake was recognised for redevelopment in 2007/08 in accordance with the City's Plan for the District. The redevelopment included the construction of a new operations building and modifications to the associated depot facilities. A new building would provide a co-located Engineering Directorate delivering operations services with Rangers and CoSafe.

Funds have been provided in subsequent budgets to facilitate the detailed design, documentation and cost estimation for a staged development of the site including the new operations centre building. Concept designs were also prepared for a new animal pound should this also be located on the site.

Funding was provided in the 2013/14 budget to facilitate the commencement of the construction of the depot redevelopment including Operations Centre however with the potential repercussions of Local Government Reform the project was put on hold until the nature and consequences of the reform were better understood. A Operations Centre Location – Cockburn & Kwinana Report was prepared that explored the potential locations for a new Operations



Centre meeting the new local government entity's needs, this confirming Wellard Street as being the most suitable location for the boundary scenarios contemplated. The recent announcement by the Western Australian Government for the Cities of Cockburn and Kwinana to amalgamate, delivers the opportunity to proceed with the Operation Centre Redevelopment.

Submission

N/A

Report

The City of Cockburn currently delivers all of its major capital and maintenance functions from its Operation Centre located on Wellard Street in the Bibra Lake Commercial Precinct. The centre predominately delivers services associated with the Engineering Directorate; Roads, Parks, Facilities & Plant, Environment and Waste Collection. In addition the centre provides a location for the Community Services Directorate's Rangers and CoSafe and is the site of the City's Disaster Recovery hub. The Operations Centre's current configuration has disconnected buildings housing individual service unit staff plus smaller structures storing general purpose materials and products. The workshop, a materials storage yard, nursery and animal pound are also located at the site in addition to fuel bowsers and hard stand parking for the City's vehicle fleet and other plant and machinery. Many of the existing operations centre buildings have reached the end of their useful life and with their sporadic placement results in an inefficient service delivery framework.

Redevelopment of the site is primarily focused on a centralised operations centre building to house all service units and facilitate a more efficient and functional operations plus customer and administrative services functions. The building's design will also permit the relocation of a number of Engineering and Works Directorate staff from Road Design and/or Asset Services to allow for additional staff accommodation at the City's Administration Building. The design of the new building also provides for future expansion to allow for contingencies such as provision of new or expanded services negotiated with adjacent Local Government Authorities or otherwise. In addition the depot works incorporate the refurbishment of the workshop, a field staff amenity area, modified material storage areas, relocated fuel storage and bowsers and a sewerage connection for the whole site.

Arising from the Local Government Reform process the City needed to explore contingencies around the potential local government boundaries and resultant operations areas and logistics for its depot



base(s). The impacts on the City's service delivery framework were explored and the optimal location of the operation centre and depot facilities otherwise were identified. A preliminary assessment, see attached, on the various opportunities was undertaken and refined, with the final version Report focusing on the amalgamation of the Cities of Cockburn and Kwinana. Four options were explored in detail to determine the optimal location of an Operations Centre and associated depot facilities to service the new Council. The four options analysed;

- Option 1 – Service from City of Cockburn's Wellard St centre;
- Option 2 – Service from City of Kwinana's Beacham Cres centre;
- Option 3 – Servicing from a combined Wellard St an Beacham Cres centre with a redevelopment of the Operations Centre at Wellard St; and
- Option 4 – Servicing from a new depot & operations building in a central location (nominally Russell Road, Henderson).

The analysis considered the merits of each option, impacts on the business, additional staff levels, capital cost and ongoing operational costs, with particular focus on the parks mowing, street sweeping and waste collection services as the mechanism to determine the comparative travel distance and travel times associated with each option. As a number of aspects of Kwinana's operations were unknown a series of assumptions were made in order to complete the assessment.

The assessment realised from a financial, operational and staff placement perspective that a combined Wellard St and Beacham Cres centre with a redevelopment of the Operations Centre at Wellard St was the most advantageous to the combined City. The key benefits of upgrading the Wellard Street site inclusive of the new operations centre building include:

- Freehold property
- Existing Infrastructure in place;
- Other sites left available for alternative development opportunities;
- Proximity to current City of Cockburn Administration complex;
- Proximity to existing service provisions, i.e. tyre outlets, service stations, fabrication business, hardware facilities, etc.;
- Comparable travel distances to parks and key activity nodes;
- Proximity to suburbs under transformation through revitalisation strategies;
- Reduced capital investment;
- Minimal impact on existing operational staff; and
- Continuity of services.



Initial designs and project costs for the upgraded depot and operation centre have been developed and a project delivery schedule set at three years. The new operations centre building will incorporate environmental sustainable design elements including; roof and ceiling insulation, solar panels, low energy power equipment, “smart” metering, rainwater harvesting, etc. The inclusion of the animal pound will provide an opportunity to discuss potential colocation of facilities with City of Melville and Fremantle. The proposed workshop and stores modifications will also improve functionality and service standards for the depot operations. Reconfiguration of the material storage yard will improve vehicle movement and product delivery throughout the site. Restructured staff and council vehicle parking layouts will make space for the new Operations Centre building and provide for future staff growth. The project delivery framework and cost structure for each stage of works is presented below:

Forward Works	\$251,412
Stage 1 (A) – Operations Centre Building.....	\$8,827,193
Stage 1 (B) – Animal Pound	\$1,500,000
Stage 1 (C) – Sewerage Connection	\$1,150,000
Stage 2 – Workshop & Stores Modification.....	\$2,002,904
Stage 3 – Carpark & Bulk Storage Modifications	<u>\$2,111,868</u>
TOTAL.....	\$15,843,377

It is proposed to commence the Forward Stage work in the second half of the 2014/15 financial with funding sourced through the mid-year review. Finalisation of the design and documentation of stages 1 (A), (B) & (C) will run parallel to the forward works with tenders being advertised in March 2015. It is envisaged a report to the June 2015 OCM will outline the preferred tender submission with a construction period over 18 months. The proposed staging will mitigate the requirement to relocate staff during the construction programme and reduce any impacts to service delivery. There will be minor disruption to the staff parking provisions in the Forward Stage works, however alternative parking arrangements will be made available onsite.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Reduction in energy dependency and greenhouse gas emissions within our City.
- Investment in industrial and commercial areas, provide employment, careers and increase economic capacity in the City.



Infrastructure

- Facilities that promote the identity of Cockburn and its communities.

Leading & Listening

- Manage our financial and infrastructure assets to provide a sustainable future.
- A skilled and engaged workforce.
- A culture of risk management and compliance with relevant legislation, policy and guidelines.

Environment & Sustainability

- A community that uses resources in a sustainable manner.
- Greenhouse gas emission and energy management objectives set, achieved and reported.

Budget/Financial Implications

To achieve the three year delivery period a provision of \$252,412 for the Forward Stage Works included in the 2014/15 Mid-Year Budget with funding for the remaining stages of the project in accordance with the schedule below:

- 2015/16 - \$9.0m Major Building Reserve
- 2016/17 - \$3.0m Major Building Reserve
- 2016/17 - \$3.55m Municipal Fund Contribution

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Operations Centre Indicative Staging Plan

Advice to Proponent(s)/Submitters

N/A



Implications of Section 3.18(3) Local Government Act, 1995

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (MINUTE NO 5434) (OCM 11/12/2014) - WESTERN SUBURBS SKATE PARK CONSTRUCTION (016/011) (G BOWMAN) (ATTACH)

RECOMMENDATION

That Council amend the 2014/15 adopted Municipal Budget by transferring a total of \$344,000 from the following reserves to fund the Capital Works Project – Western Suburbs Skate Park Construction:

1. \$235,317 – Community Infrastructure Reserve.
2. \$108,683 – DCP13 Reserve.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr S Pratt that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Background

At the Ordinary Council Meeting in October 2013 Council resolved to:

- (1) *approve the Market Garden Swamp North Reserve as the location for the Western Suburbs Skate Park; and*
- (2) *allocate \$20,000 from the community facilities reserve fund for the detailed design and costing of the 1000 sqm. Western Suburbs skate park facility and 12 bay car park.*
- (3) *amend the 2013/2014 adopted Municipal Budget by transferring \$20,000 from the Community Infrastructure Reserve to Capital Works Expenditure – Western Suburbs Skate Park Design*

Submission

N/A



Report

Following the Council decision further consultation with young people was undertaken regarding revisions of the Concept Plan and an accurate cost estimate was contracted through a quantity surveyor. The Quantity Surveyor's report estimated the total cost for the skate park construction, perimeter concrete or rubber treatment, turf supply and placement, irrigation and construction of a 12 bay car park would cost \$324,070. The City noted that the car park estimate was well above the original internal estimate from the Roads Department, and the internal cost estimate for the treatment of the perimeter of the skate park was also significantly lower than the Quantity Surveyor estimate.

The City then undertook a Request for Tender process to seek a suitably qualified and experienced Contractor for the detailed design and construction of the sub-regional Western Suburbs Skate Park facility on the Market Garden Swamp (Northern Reserve) at 485 Rockingham Road, Spearwood.

Following the advertising and evaluation processes under Delegated Authority, Council accepted the tender submission for RFT06/2014 Design and Construction Services, Western Suburbs Skate Park, Market Garden Swamp, Spearwood WA, from Services Inc. Pty Ltd for the contract value of \$219,835.00 GST Inclusive (\$199,850.00 GST Exclusive) based on the priced schedule submitted.

The scope of works required under the RFT contract has two stages, Stage One being detailed design, technical specification and certification. Stage two will be the construction of the facility and shall only proceed on the provision that the project receives necessary funding from Council.

The concept plan has been refined and the detailed design and technical specification is now complete for the skate park, and the perimeter embankment treatment, and for the 12 bay car park.

The contractor has submitted a detailed design in accordance with the Skate Park Concept Plan and meets the Council requirements for a 1000 sqm skate park. The proposed skate park has been located appropriately on the site to ensure that it is compatible with other infrastructure such as the path and play ground. The upgraded skate park will be in the same approximate location as the existing skate park to minimise noise impact on nearby residential properties.

The completion of the detailed design stage of the skate park has enabled the Parks and Engineering Departments to accurately quote the internal cost for treatment of the 840 square metre skate park perimeter which will need to have a mixture of concrete and turf to be



functional and able to be maintained to a reasonable standard. The internal quotation from the Parks and Engineering Departments to purchase and install the required 600 square metres of turf and to install a new irrigation system is \$25,000. The Parks and Engineering Departments have also provided an internal quotation of \$35,000 for the supply and construction of the 240 square metres of perimeter concrete which could not be accurately estimated until the detailed design stage was complete.

The City also contracted the detailed design of the 12 bay car park and requested an internal quotation from the City's roads services department for the construction of the 12 bay car park. The quotation received was \$80,000 which was well above the original internal roads cost estimate of \$28,000, and it was also well above the Quantity Surveyor estimate of \$51,600. The roads department also indicated that they were not available to undertake the construction of the car park for over 12 months. Following this advice the City sought four external quotes for the construction of the 12 bay car park. The quotes ranged up to \$160,000 and the best value quotation was \$53,000 for the construction cost. This quotation was well above the original internal roads department estimate but it is comparable to the Quantity Surveyor Estimate of \$51,600 and less than the internal quotation from roads services. Until the detailed design stage was complete an accurate cost could not be determined. The construction of the car park is required at the same stage as the skate park because there is currently no parking located at the site or in the vicinity. The 12 bay car park will provide a suitable space for visitor's vehicles and will minimise the possibility of skate park visitor's parking on nearby residential verges.

The parks department has already received a budget allocation to install the drinking fountain at Market Garden Swamp North Reserve as part of their general parks budget, so there is no longer a need to request funds for this purpose.

The Budget allocation required for the Construction of the Skate Park and the 12 bay car park including contingency funds is:

Construction of 1000 square metre Skate Park	\$199,850
Construction of the 12 Bay Car Park.....	\$53,000
Perimeter Concrete 240sqm.....	\$35,000
Turf and Irrigation 600 sqm.....	\$25,000
Contingency 10%.....	\$31,150
Total	\$344,000

Stage two of the design and construction tender for the Skate Park and the other components of the project such as the car park and the



perimeter treatment requires a Council decision and a budget allocation of \$344,000 transferred from the Community Infrastructure Reserve Fund to proceed.

Strategic Plan/Policy Implications

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.
- Promotion of active and healthy communities.

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Manage our financial and infrastructure assets to provide a sustainable future.

Budget/Financial Implications

The Budget required for the Construction of the Skate Park and the 12 Bay car park including contingency funds is:

Construction of 1000 sqm Skate Park.....	\$199,850
Construction of the 12 Bay Car Park.....	\$53,000
Perimeter Concrete 240 sqm.	\$35,000
Turf and Irrigation 600 sqm.....	\$25,000
Contingency 10%.....	\$31,150
Total	\$344,000

Stage two of the Design and Construction tender requires a Council decision to transfer funds from the Community Infrastructure Reserve Fund and allocate a capital works budget of \$344,000 for the construction stage to proceed.

The proposal will be funded from both Council sources and DCP contributions. The DCP13 percentage contribution for the Western Suburbs Skate Park was 31.594% leaving the remainder to be funded from Council sources, through the Community Infrastructure Reserve Fund.



Council share (68.406%) = \$235,316.64
DCP13 share (31.594%) = \$108,683.36

There are sufficient funds allocated to this project in the Community Infrastructure Reserve Fund, with the most recent estimate regarding the DCP contributions for the Western Suburbs Skate Park being \$350,000. The construction cost of the 1000 square metre skate park, the internal quotations for the hard and soft landscaping for the skate park perimeter, and the external quotation for the construction of the 12 Bay Car Park are comparable to the quantity surveyor estimate for the cost of the project of \$324,070 plus contingency funds.

Legal Implications

N/A

Community Consultation

Public consultation was previously conducted in accordance with Policy AEW4 'Installation of Playground / Recreation Equipment on Reserves' for the proposed location of the Western Suburbs Skate Park at Market Garden Swamp North Reserve. There were no objections received from residents living within 60 metres of the proposed skate park.

Consultation regarding the various concept plans was conducted with the Youth Advisory Collective and through a focus group with young people. A survey with young people and the broader public was previously conducted regarding the proposed location with the results supporting Market Garden Swamp North Reserve.

Attachment(s)

1. Extract of Minutes of the Ordinary Council Meeting – 10 October 2013.
2. Detailed Concept Plan.

Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



18. EXECUTIVE DIVISION ISSUES

18.1 **(MINUTE NO 5435)** (OCM 11/12/2014) - MINUTES OF THE CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE - 20 NOVEMBER 2014

RECOMMENDATION

That Council receive the Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee Meeting held 20 November 2014, as attached to the Agenda, and adopts the recommendations therein.

COUNCIL DECISION

MOVED Cllr L Smith SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 9/0

Background

The Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee met on 20 November 2014. The minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

Submission

N/A.

Report

The Committee recommendations are now presented for consideration by Council and, if accepted, are endorsed as the decisions of Council. Any Elected Member may withdraw any item from the Committee meeting for discussion and propose an alternative recommendation for Council's consideration. Any such items will be dealt with separately, as provided for in Council's Standing Orders.

Strategic Plan/Policy Implications

Leading & Listening

- A skilled and engaged workforce.



Budget/Financial Implications

Committee Minutes refer.

Legal Implications

Committee Minutes refer.

Community Consultation

N/A

Attachment(s)

Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee 20 November 2014 are provided to the Elected Members as confidential attachments.

Advice to Proponent(s)/Submitters

The CEO and Senior Staff have been advised that this item will be considered at the 11 December 2014 OCM.

Implications of Section 3.18(3) Local Government Act, 1995

Committee Minutes refer.

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING

Nil



21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS

21.1 (MINUTE NO 5436) (OCM 11/12/2014) - AMALGAMATION RECOMMENDATION - POLL OF ELECTORS - 7 FEBRUARY 2015 (085/007) (D GREEN) (ATTACH)

RECOMMENDATION

That Council:

- (1) declare, in accordance with clause 9(1)b(ii) of Schedule 2.1 of the Local Government Act 1995, the Electoral Commissioner to be responsible for the conduct of the poll of electors to be undertaken on 7 February 2015, on the question of the proposed amalgamation of the City of Cockburn with the City of Kwinana;
- (2) decide, in accordance with section 4.61(2) of the Local Government Act 1995, that the method of conducting the poll will be as a postal poll; and
- (3) commit to allocating a sum of \$125,000 in the 2014/15 mid-year budget review to fund the poll.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr Y Mubarakai that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Background

The local government reform process has recommended that the Cities of Cockburn and Kwinana be amalgamated to form the City of Jervoise Bay from 1 July 2015. This recommendation required the Local Government Advisory Board (the Board) to advertise the opportunity for electors of both districts to petition the Minister for the affected Local Governments to conduct a poll of electors on the question of whether the proposed amalgamation should proceed.

A valid poll petition must be comprised of a minimum of 250 electors.



The Minister has advised (see attachment 1) that a valid petition has been received and that a poll of electors will be conducted in the City of Cockburn on 7 February 2015.

Consequently, Council is now required to decide whether it wishes to undertake the poll by postal ballot and if so, declare the Electoral Commissioner to be responsible for the elections.

Submission

N/A

Report

The process involved in conducting a poll of electors is similar to the local government election process in that the Western Australian Electoral Commission (WAEC) can be appointed by Council to undertake the poll on its behalf.

Should Council adopt this process, the WAEC will be responsible for conducting the poll in exactly the same manner as the biennial elections. That is, the WAEC will appoint an independent Returning Officer, postal ballots will be sent to all electors of the City of Cockburn in accordance with the election timetable prepared (see attachment 2) and the ballots counted at the Chief Polling Place (Administration Centre) on polling day (7 February 2015) to determine the result. For the poll question to be defeated, the following conditions of the poll must apply;

- at least 50% of eligible electors must vote in the poll; and
- a majority of those voting must vote “no” to the proposed amalgamation

Council has undertaken its elections and polls by this method since 2000 and it has proved to be successful in attracting greater participation rates than the “in person” polling booths in place prior to that time. Participation rates in local government elections in the City of Cockburn are now typically between 25% - 30%, compared to around 10% which would typically apply under an “in person” election.

Accordingly, it is recommended that Council apply this methodology to this poll, which is arguably the most important issue to be decided in the City’s history.

In addition, because this financial year (2014 / 15) is not within a normal electoral cycle, no funds have been allocated in the current budget for the purpose of conducting an election / poll. Therefore, Council will be required to commit an amount to pay for the estimated



expenses incurred by the WAEC in undertaking this function on behalf of Council. The estimated costs are outlined in correspondence received from the WAEC (see attachment 3).

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

The WAEC has estimated the direct costs of the poll to be \$120,000 (GST inclusive), which are to be reimbursed by the City of Cockburn. Further internal staffing costs are estimated at \$5,000. If Council proceeds, these funds must be committed in the 2014/15 mid-year budget review.

Legal Implications

Schedule 2.1 clauses 8 and 9 and Section 4.61(2) of the Local Government Act 1995 and Regulation 89 of the Local Government (Elections) Regulations 1997 refer

Community Consultation

Statutory advertising will appear in state wide and local newspapers in accordance with the timetable prepared by the WAEC.

In addition, the City of Cockburn will advertise the critical elements of the process in the "Update" column in the Cockburn Gazette.

Attachment(s)

1. Correspondence – Minister for Local Government
2. Timetable for Poll
3. Correspondence - WAEC

Advice to Proponent(s)/Submitters

The Proponent has been advised that this matter is to be considered at the 11 December 2014 Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.



22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil

23. CONFIDENTIAL BUSINESS

23.1 (MINUTE NO 5437) (OCM 11/12/2014) - APPOINTMENT OF THE DIRECTOR OF ENGINEERING AND WORKS (1054) (S CAIN) (ATTACH)

RECOMMENDATION

That Council appoints a Director of Engineering and Works.

COUNCIL DECISION

MOVED Cllr K Allen SECONDED Deputy Mayor C Reeve-Fowkes that Council appoints Mr Charles Sullivan to the position of Director of Engineering and Works.

CARRIED 9/0

Background

The position of Director of Engineering and Works is required to be filled.

Submission

N/A

Report

A confidential report was circulated under separate cover in relation to the appointment of the Director of Engineering and Works.

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.
- Quality customer service that promotes business process improvement and innovation that delivers our strategic goals.



- A skilled and engaged workforce.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Confidential attachments were circulated under separate cover.

Advice to Proponent(s)/Submitters

The successful applicant was advised that this matter is to be considered at the 11 December 2014 Council Meeting.

Implications of Section 3.18(3) Local Government Act, 1995

Nil.

24 (MINUTE NO 5438) (OCM 11/12/2014) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)

RECOMMENDATION

That Council is satisfied that resolutions carried at this Meeting and applicable to items concerning Council provided services and facilities, are:-

- (1) integrated and co-ordinated, so far as practicable, with any provided by the Commonwealth, the State or any public body;
- (2) not duplicated, to an extent Council considers inappropriate, services or facilities as provided by the Commonwealth, the State or any other body or person, whether public or private; and
- (3) managed efficiently and effectively.



COUNCIL DECISION

MOVED Clr L Smith SECONDED Clr Y Mubarakai the recommendation be adopted.

CARRIED 9/0

25 (OCM 11/12/2014) - CLOSURE OF THE MEETING

The meeting closed at 8.08 p.m.

CONFIRMATION OF MINUTES

I, (Presiding Member) declare that these minutes have been confirmed as a true and accurate record of the meeting.

Signed: Date:/...../.....

