



The Council of the City of Cockburn

Ordinary Council Meeting
Agenda Paper

For Thursday, 14 December 2023



City of Cockburn
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Western Australia 6965

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NOTICE OF MEETING

Pursuant to Clause 2.4 of Council's Standing Orders, an Ordinary Meeting of Council has been called for Thursday 14 December 2023.

The meeting is to be conducted at 7pm in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

The Agenda will be made available on the City's website on the Friday prior to the Council Meeting.

A handwritten signature in blue ink, appearing to read 'D. Simms', is positioned above the name of the Chief Executive Officer.

Daniel Simms
Chief Executive Officer

The Council of the City of Cockburn

Ordinary Council Meeting, Thursday, 14 December 2023 at 7pm

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Ordinary Council Meeting

Thursday, 14 December 2023 at 7pm

Agenda

1. Declaration of Meeting

“Kaya, Wanju Wadjuk Budjar” means “Hello, Welcome to Wadjuk Land”.

The Presiding Member will acknowledge the Nyungar People who are the traditional custodians of the land on which the meeting is being held and pay respect to the Elders of the Nyungar Nation, both past and present and extend that respect to Indigenous Australians present.

2. Appointment of Presiding Member (If required)

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)

5. Apologies & Leave of Absence

Apology

Mr A Lees, Chief Operations Officer

Ms E Milne, Executive Governance and Strategy

6. Response to Previous Public Questions Taken on Notice

Nil

7. Written Requests for Leave of Absence

Nil

8. Public Question Time

9. Confirmation of Minutes

9.1 Minutes of the Special Council Meeting – 30/10/2023

Recommendation

That Council confirms the Minutes of the Special Council Meeting held on Thursday, 30 October 2023 as a true and accurate record.

9.2 Minutes of the Ordinary Council Meeting - 9/11/2023

Recommendation

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 9 November 2023 as a true and accurate record.

10. Deputations

11. Business Left Over from Previous Meeting (if adjourned)

Nil

12. Declaration by Members who have Not Given Due Consideration to Matters Contained in the Business Paper Presented before the Meeting

13. Decisions Made at Electors Meeting

Nil

14 Reports - CEO (and Delegates)

14.1 Built and Natural Environment

14.1.1 Recommendation on Final Adoption - (Standard) Amendment No.163 to Town Planning No.3 - Rationalisation of Development Area 11 (Aubin Grove Centre)

Executive	Chief of Built and Natural Environment
Author	Strategic Planning Officer
Attachments	1. Advertised Amendment No.163 Report ↓ 2. Schedule of Submissions ↓ 3. Schedule of Modifications ↓
Location	Aubin Grove
Owner	Various
Applicant	City of Cockburn
Application Reference	109/163

RECOMMENDATION

That Council:

- (1) ADOPTS the Schedule of Submissions prepared in response to proposed Scheme Amendment No.163 as set out in Attachment 2;
- (2) SUPPORTS final approval of Scheme Amendment No.163, subject to the modifications listed in Attachment 3, as follows:
 1. Rezoning various lots within 'Development Area 11' from 'Development' to 'Residential (R20)', 'Residential (R40)', 'Local Centre', 'Mixed Use (R30)' and/or 'No Zone' as depicted on the Scheme Amendment Map.
 2. Reclassifying land within 'Development Area 11' from the 'Development' zone to a local 'Parks and Recreation' and/or 'Local Road' reservation as depicted on the Scheme Amendment Map.
 3. Amending the Scheme Maps and 'Table 7 – Restricted Uses' to include Restricted Use No.16 (RU16) and Restricted Use No.17 (RU17), as follows:

No.	Description of Land	Restricted Use	Conditions
RU16	Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove	Aged and Dependant Person Dwelling	Development Approval
RU17	Lot 622 (No.173) Gaebler Road, Aubin Grove	Medical Centre and/or Child Care Premises	Development Approval
 4. Reducing the extent of 'Development Area 11' (DA 11) special control area boundary, as depicted on the Scheme Amendment Map;

- (3) DELEGATES authorisation and submission of the amendment documentation, to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning; and
- (4) ADVISES those who made a submission of Council's decision accordingly.

Background

Initiated by Council at the 10 August 2023 Ordinary Council Meeting, Scheme Amendment No.'s 162 (Item 14.1.1) and 163 (Item 14.1.2) collectively propose to transfer the zones and reserves from several approved Structure Plans within Development Area 11 into Town Planning Scheme No.3 (TPS3).

This process, commonly referred to as Structure Plan 'rationalisation', ensures the City retains appropriate planning mechanisms to guide and control future use and/or redevelopment of the land (including a similar range of permissible land uses and associated development standards as currently apply), consistent with community expectations.

Scheme Amendment No.163 focuses on land in and around the Aubin Grove Local Centre (and other small anomalies), that required public advertisement due to involving Structure Plan zonings that either don't exist in TPS3 or need updating to meet the intended and/or developed outcome on the ground.

On 11 September 2023, the Environmental Protection Authority (EPA) determined formal environmental assessment was not required.

Adjustments Prior to Advertising

On 15 September 2023, the Department of Planning Lands and Heritage (DPLH – under delegation from the Minister for Planning), approved advertising of the Amendment subject to minor modifications.

The changes involved moving the Medical Centre and/or Child Care Premises development permissibility for Lot 622 (#173) Gaebler Road from the 'Special Use' to the 'Restricted Use' schedule of TPS3.

The reason provided was to avoid a proliferation of Special Use zones, which is considered undesirable and should not be used unless there is no other option to accommodate an appropriate range of land uses.

As the change does not alter the approvable land uses for this site, it was considered not to have a material impact on Council's resolution or the purpose of the Scheme Amendment, and the documentation was updated inclusive of a Foreword that noted the areas of change resulting from the Minister's decision.

Progress of Scheme Amendment No.162

On 9 November 2023, the City received advice the Minister had granted final approval to Amendment No.162. The proposal was gazetted on 17 November 2023.

Report

A copy of the advertised Scheme Amendment, inclusive of the rationale for the various zonings and reservations proposed, and consequential impact/revocation of the Structure Plans involved (refer Attachment 1).

The purpose of this report is to consider the submissions made during the advertising period and make a recommendation to the Minister for Planning on final determination.

Reflective of the straight-forward nature of the proposal, which simply seeks to formalise the development arrangement that has occurred in this area, only two submissions were received during the advertising period.

One submission came from Main Roads WA (who manage the drainage basin located in the northwest corner of DA11 adjacent the Kwinana Freeway), who raised no objection to the proposal.

The second came from the owner of Lot 252 (#282) Lyon Road who requested the proposed coding of their land be raised from R20 to R30, to better facilitate triplex rather than duplex redevelopment.

For the reasons articulated in the Schedule of Submissions (refer Attachment 2), it is recommended that the advertised R20 coding be maintained, and that any further upcoding be deferred to a future planning instrument that considers sharing the potential benefits of doing so across the broader area.

Based on the above, the only recommended modifications are minor corrections to the final Amendment resolution, to better reflect the Minister's earlier requirements, and capture all the local reserves shown on the Scheme Amendment Maps (refer Attachment 3).

Strategic Plans/Policy ImplicationsLocal Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- A City that is 'easy to do business with'.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

Not applicable - the Amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24 budget allocation.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

Community Consultation

The proposal was advertised for 42 days, in accordance with Part 5, Division 3, Regulation 47 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, between 5 October 2023 and 16 November 2023.

Advertising consisted of a notice and electronic copies of the documentation being made available on the City's 'Comment on Cockburn' website, letters to directly affected landowners and/or occupiers, and relevant State Government Agencies.

Hard copies of the documentation were also available to view during work hours at the City's Administration Building, Spearwood for the duration of the advertising period.

The City received two (2) submissions, including one (1) from Main Roads WA and one (1) from a directly affected landowner. A copy of the Schedule of Submissions, including officer responses to the matters raised, is included as **Attachment 2**.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal.

In terms of the drainage basin land which will have no zoning pending a change to the Metropolitan Region Scheme, the absence of a local zone or reservation is considered low risk given the land is in State Government ownership and is needed and already used for drainage purposes.

It is considered that the officer recommendation is appropriate.

If the Amendment does not proceed (or is ultimately refused by the Minister for Planning):

- an opportunity will be missed to simplify the planning framework and remove additional layers of planning (Structure Plans) that have served their purpose.
- the City will need to consider alternatives to ensure an appropriate local planning framework is in place to guide future land use and/or redevelopment proposals in the area ahead of the Structure Plans expiring on 19 October 2025.

Advice to Proponent(s)/Submitters

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 December 2023 Ordinary Council Meeting.

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

Nil



Town Planning Scheme No.3
Amendment No 163
(Standard)

Rationalisation of various Structure Plans in Development Area 11

SEPTEMBER 2023

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FOREWORD:***Inclusion of Minister's Modifications – Prior to Advertising***

In the interests of posterity and to provide clarity to persons who may compare this document to that initiated at the 10 August 2023 OCM Council Report, please note the following.

Pursuant to Section 83A of the Planning and Development Act 2005, on 15 September 2023 the Department for Planning Lands and Heritage (under delegation from the Minister for Planning), approved advertising of the Amendment once the following modifications were undertaken:

- 1. Modify the Form 2A (Resolution to Amend a Town Planning Scheme) to delete the words 'Special Use' in Point 1.*
- 2. Modify the Form 2A (Resolution to Amend a Town Planning Scheme) to replace Point 3 with the following:*

Amending the Scheme Maps and 'Table 7 – Restricted Uses' to include Restricted Use No.16 (RU16) and Restricted Use No. 17 (RU17) as follows:

No.	Description of Land	Restricted Use	Conditions
RU16	Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove	Aged and Dependant Person Dwelling	Development Approval
RU17	Lot 622 (No.173) Gaebler Road, Aubin Grove	Medical Centre and/or Child Care Premises	Development Approval

- 3. Modify the Form 2A to delete Point 4.*
- 4. Modify the proposed scheme amendment map to zone Lot 622 (No.173) Gaebler Road, Aubin Grove 'Local Centre'*

The adjustment of Lot 622 (No.173) Gaebler Road from a 'Special Use' to a 'Local Centre' zone (Restricted to a Medical Centre or Child Care Premises Use), is not considered to have a material effect on Council's resolution or the purpose of the Scheme Amendment.

This is due to the proposed outcome remaining consistent with the intention of the approved Structure Plan being rationalised, and the developed outcome currently on-site.

Section 5.0 (relating to the Lots 18 and 19 Gaebler Road, Aubin Grove LSP – 11G) has also been updated to reflect this change and provides further details on why the change is considered suitable.

Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.163

RESOLVED that the Council, Pursuant to Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Rezoning various lots within 'Development Area 11' from 'Development' to 'Residential (R20)', 'Residential (R40)', 'Local Centre', 'Mixed Use (R30)', and/or 'No Zone' as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 11' from the 'Development' zone to a 'Parks and Recreation' reserve as depicted on the Scheme Amendment Map.
3. Amending the Scheme Maps and 'Table 7 – Restricted Uses' to include Restricted Use No.16 (RU16) as follows:

No.	Description of Land	Restricted Use	Conditions
RU16	Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove	Aged and Dependant Person Dwelling	Development Approval
RU17	Lot 622 (No.173) Gaebler Road, Aubin Grove	Medical Centre and/or Child Care Premises	Development Approval

4. Reducing the extent of the 'Development Area 11' (DA 11) special control area boundary, as depicted on the Scheme Amendment Map;

The amendment is 'Standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission*
- *an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;*
- *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plans:

Structure Plan #	Address	Endorsement Date	WAPC Reference
11A	Lot 199 Gaebler Road, Aubin Grove	18/05/2004	801/2/23/0014P 1V
11G	Lot 18 and 19 Gaebler Road, Aubin Grove	04/05/2009	801/2/23/36PV

Upon the amendment taking effect the approved structure plans are to be revoked.

Dated this 10th day of August 2023



A/CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

1.0 INTRODUCTION

Structure Plan No. 11A and 11G have been fully implemented.

The purpose of this standard scheme amendment is to transfer the zones and reserves shown for these structure plan areas into Town Planning Scheme No.3 (TPS3), to ensure the City maintains appropriate development control once the structure plans expire on 19 October 2025.

This process is referred to as rationalisation of a structure plan.

2.0 BACKGROUND

Development Area 11 (DA11) was initially created when TPS3 was first gazetted in December 2002. Its current extent is the result of three separate scheme amendments (#133, #136 and #137) gazetted between November 2018 and July 2019 that rationalised developed areas at its southern end (roughly between Chile Way and Rowley Road).

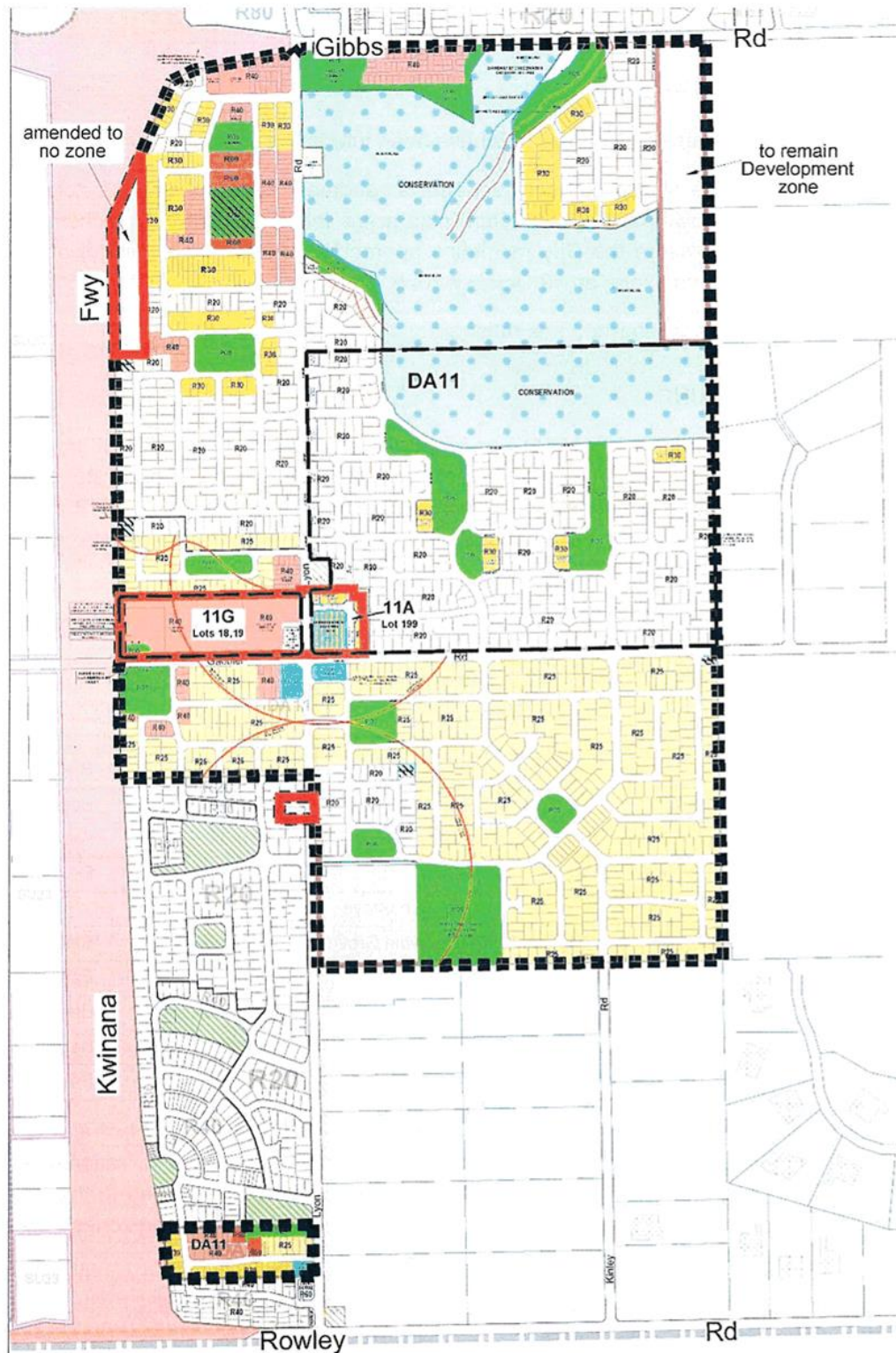
DA11 currently includes eleven endorsed structure plans as per the table below.

Structure Plan #	Address	Endorsement Date	Type Amendment Required
11A	Lot 199 Gaebler Road, Aubin Grove	18/05/2004	Basic / Standard
11C	Lot 5 Lyon Road, Aubin Grove	08/12/2006	Basic
11D	Lot 15 Lyon Road, Aubin Grove	06/01/2006	Basic
11E	Lot 416 Gaebler Road, Aubin Grove	14/11/2005	Basic
11F	Lot 416 Lyon Road, Aubin Grove	17/02/2005	Basic
11G	Lot 18 and 19 Gaebler Road, Aubin Grove	04/05/2009	Standard
11H	Lot 2,3,4 and 14 Gaebler Road, Aubin Grove	11/07/2006	Basic
11I	Lot 204 Lyon Road, Aubin Grove	13/03/2008	Basic
11L	Lot 10 and 11 Lyon Road, Aubin Grove	17/07/2009	Basic
11M	Lyon Road, Aubin Grove	14/08/2012	Basic
11N	Lots 12 and 13 Lyon Road, Aubin Grove	31/03/2015	Basic

Rationalisation of most of these structure plans forms the subject of a separate scheme amendment (#162). This proposal principally seeks to rationalise the portions of Structure Plans 11A and 11G that couldn't be included in that 'basic' amendment, on the basis they did not directly correlate with existing zones in TPS3.

Complimentary, minor adjustments to the zoning of other land in the within the DA11 area are also proposed, as discussed in the following sections.

The extent of DA11 (thick black dotted line), this scheme amendment proposal (red solid line), and the relevant Structure Plans are depicted on **Figures 1 and 2**:



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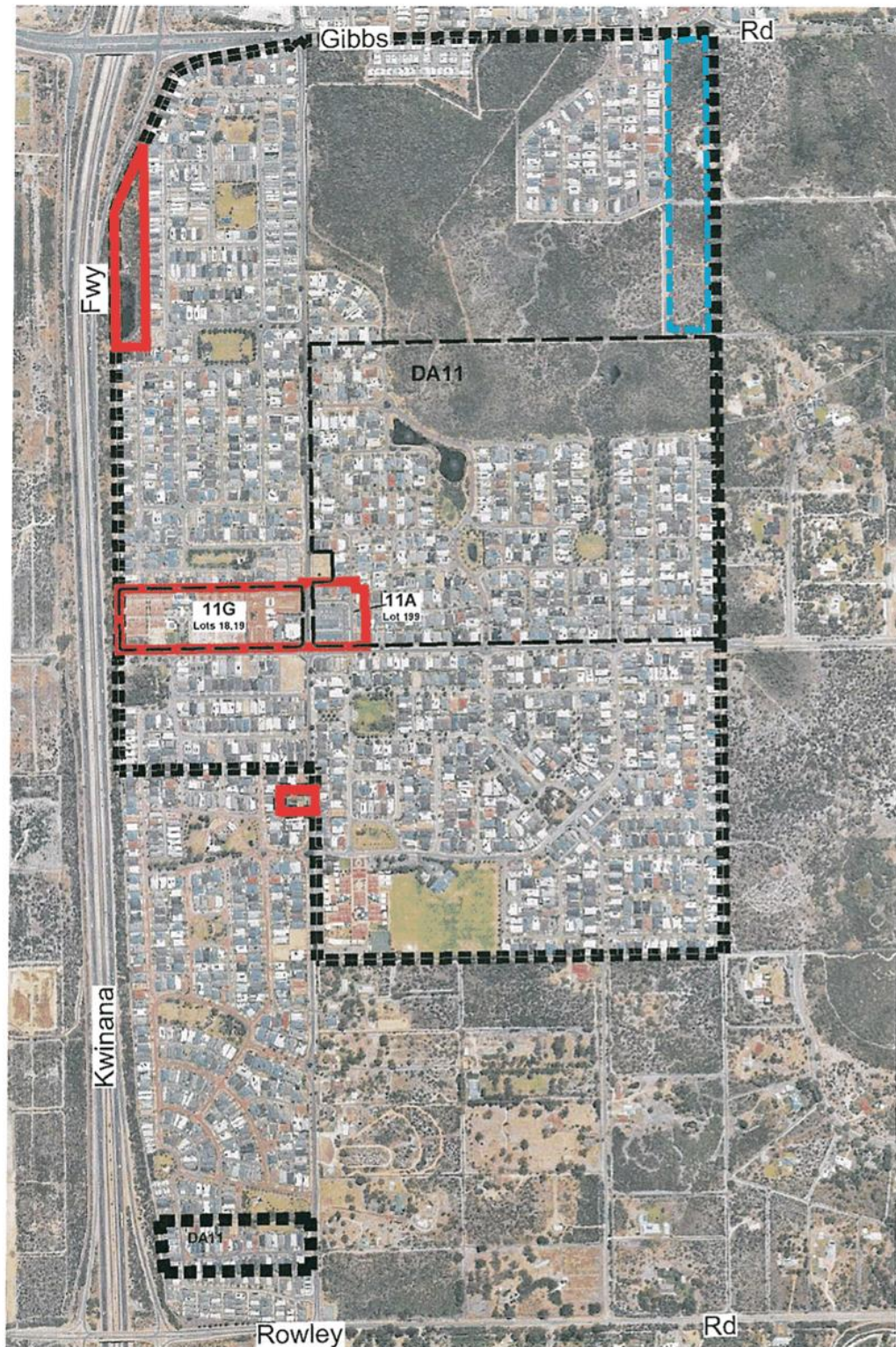


Figure 2 – Aerial Photograph showing extent of completed subdivision and development

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The portion of Lot 11 (#252) and Lot 74 (#268) Beenyup Road outlined in blue on Figure 2, form the subject of a structure plan currently with the Western Australian Planning Commission (WAPC) for determination (on advice from Environmental Agencies). Until such time as this is approved and fully developed, DA11 and its associated special provisions need to be retained.

Each of the relevant structure plans include a number of Local Development Plans (LDPs). This amendment has no effect on the operation of those instruments which will remain in effect until they expire on (or after) 19 October 2025.

3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'standard' amendment, which Regulation 34 describes as any of the following amendments to a local planning scheme:

- a) *an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;*
- b) *an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- c) *an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment;*
- d) *an amendment to the scheme map that is consistent with a structure plan, activity centre plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- e) *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;*
- f) *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;*
- g) *any other amendment that is not a complex or basic amendment.*

This proposed amendment satisfies parts b), d), e) and f) of the above criteria.

Specifically, it is an amendment consistent with the City's 1999 Commission endorsed Local Planning Strategy, that involves zoning land consistent with the intent and subsequent land use and built form outcome of approved structure plans for the same land, and/or other minor adjustments in a manner that do not have any significant environmental, social, economic or governance impact on surrounding land.

4.0 TOWN PLANNING CONTEXT

4.1 State Planning Framework

Aside from highly constrained environmental areas (already in public ownership), and the unapproved structure plan area for Lots 11 and Lot 74 Beenyup Road, the entirety of DA11 is identified in the South Metropolitan Peel Sub-Regional Planning Framework and zoned 'Urban' under the Metropolitan Region Scheme.

4.2 City of Cockburn Local Planning Framework

Under TPS3, these areas are zoned 'Development' and identified on the Scheme Map and in Table 9 of the Scheme Text as Development Area 11 (DA11).

The purpose of the 'Development' zone is to trigger the requirement for a structure plan to guide further subdivision and/or development.

Table 9 allows specific 'provisions' to then be applied to defined Development Areas, to inform the subsequent structure planning and subdivision processes. For DA 11 it includes the following:

TABLE 9 – DEVELOPMENT AREAS		
REF. NO.	AREA	PROVISIONS
DA 11	BEELIAR (DEVELOPMENT ZONE)	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for Residential development

5.0 PROPOSAL

Subdivision and development of substantive portions of DA 11 are now complete, meaning that most structure plans in this area have served their purpose and are no longer required.

This amendment therefore seeks to remove these areas from DA11 and transfer the structure plans identified zonings and reservations for the land into the Scheme, ahead of the structure plans expiring on 19 October 2025.

Development Area 11:

As there remain portions of DA11 yet to be structure planned or developed (in particular, portions of Lot 11 and Lot 74 Beenyup Road), deletion of DA11 and/or its special provisions are not proposed at this time, rather just a reduction to the extent of the DA11 special control area boundary to reflect the outcome of this proposal (and that of the complimentary 'basic' scheme amendment #162).

Local Structure Plans (LSP):

Details on each Structure Plan (including the LSP map and aerial of the area) are provided in this section to demonstrate our reasoning for rationalisation. This includes discussion on the matters that led to these areas being separated out from Amendment #162.

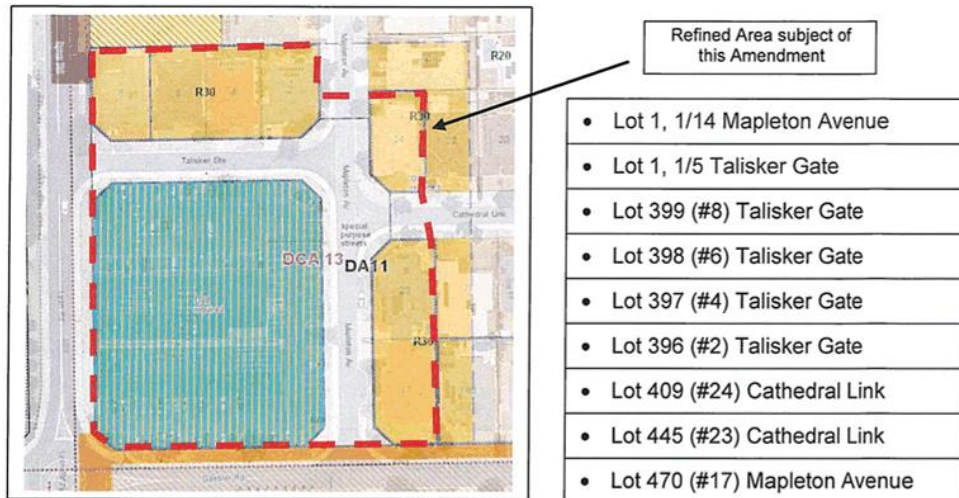
Lot 199 Gaebler Road, Aubin Grove (11A) – 'The Sanctuary' Estate

Located midway along the eastern boundary of DA11, this Structure Plan identifies a comprehensive local road and public open space (POS) network (inclusive of key connections back to a large conservation reserve), servicing primarily low residential density (R20) housing.

Pockets of medium density (R30) housing are located in high amenity locations that have a direct relationship to either POS or the Neighbourhood Shopping Centre (located at the intersection of Gaebler and Lyon Roads).

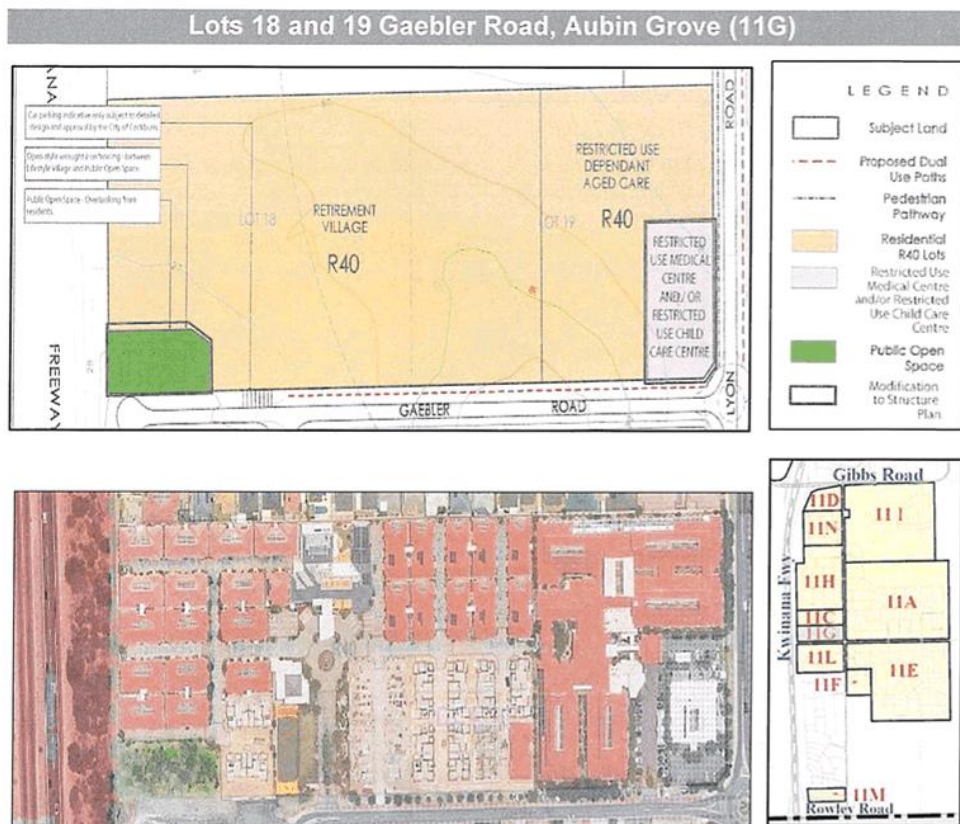


This proposal focuses on rationalising the Neighbourhood Shopping Centre and the strip of Residential R30 lots immediately surrounding it (refined on the basis of an approved subdivision and Local Development Plan), for which the approved structure plan allowed a limited range of complimentary commercial uses.



Full copies of the approved Structure Plan Map and the relevant Local Development Plan are attached as **Appendix A** and **B**. The following table summarises how the City proposes to rationalise those outcomes.

Property Address	Structure Plan Land Use Designation	Proposed Zoning	Reasoning
Lot 1, 1/14 Mapleton Avenue, Aubin Grove	Neighbourhood Centre	Local Centre	<p>The structure plan designation of Neighbourhood Centre is not recognised as a zone in TPS 3.</p> <p>The structure plan intent and developed outcome of the land is consistent with the objectives of a 'Local Centre' zone as defined in TPS3, which is:</p> <p><i>"to provide convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre."</i></p> <p>The 'Local Centre' zone was recognised as the contemporary interpretation of the Structure Plan land use designation, in the 2005 City approved Detailed Area Plan/Local Development Plan for Lot 444 Gaebler Road (Refer Appendix B).</p>
Lot 1, 1/5 Talisker Gate, Aubin Grove			
Lot 399 (#8) Talisker Gate, Aubin Grove	Residential (R30) / Mixed Business	Mixed Use (R30)	<p>The objective of a 'Mixed Business' zone in TPS3 is:</p> <p><i>"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 zones."</i></p> <p>The structure plan intent and developed outcome of the land is far more consistent with the objective of a 'Mixed Use' zone in TPS3, which is:</p> <p><i>"to provide for a mixed use environment that includes residential development and a range of compatible smaller scale commercial uses such as office, retail and eating establishments."</i></p> <p>The 'Mixed Use' zone was recognised as the contemporary interpretation of the Structure Plan land use designation, in the 2005 City approved Detailed Area Plan/Local Development Plan for Lot 444 Gaebler Road (Refer Appendix B).</p> <p>As residential development is permissible in the Mixed Use zone dual 'Residential' zoning is not required, however an R30 coding is necessary to avoid inadvertently upcoding the land to R60 (via use of clause 4.8.3 of TPS3).</p>
Lot 398, (#6) Talisker Gate, Aubin Grove			
Lot 397, (#4) Talisker Gate, Aubin Grove			
Lot 396 (#2) Talisker Gate, Aubin Grove			
Lot 409, (#24) Cathedral Link, Aubin Grove			
Lot 445 (#23) Cathedral Link, Aubin Grove			
Lot 470, (#17) Mapleton Avenue, Aubin Grove			



Located midway along the western boundary of DA11, between the Kwinana Freeway and Lyon Roads, this structure plan identifies very specific development outcomes that have subsequently been developed on-site. The following table summarises how the City proposes to rationalise those outcomes.

Property Address	Structure Plan Land Use Designation	Proposed Zoning	Reasoning
Lot 620 (#155) Gaebler Road, Aubin Grove	Residential (R40) Retirement Village	Residential (R40) Restricted Use 16 (RU16) – 'Aged and Dependant Person Dwelling'	The City processes Retirement Village's under the same definition as an 'Aged and Dependant Person Dwelling'. The site has been developed an integrated extension of the development on Lot 621. It is appropriate that the same land use restriction be applied.
Lot 621 (#171) Gaebler Road, Aubin Grove	Residential (R40) Restricted Use – Dependant Aged Care		This directly matches the Structure Plan outcome, albeit that the 'Dependant Aged Care' title has been updated to match the contemporary TPS3 land use of 'Aged and Dependant Person Dwelling'.

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Version: 1 Version Date: 04/10/2023

Property Address	Structure Plan Land Use Designation	Proposed Zoning	Reasoning
Lot 622 (#173) Gaebler Road, Aubin Grove	Restricted Use - Medical Centre or Child Care Centre	Local Centre Restricted Use 17 (RU17) - 'Medical Centre and/or Child Care Premises'	<p>A 'Restricted Use' in TPS3 is: <i>"the only use or uses that are permitted on a specific portion of land and other uses that would otherwise be permissible in the zone are not permitted"</i>.</p> <p>To accommodate a 'Restricted Use' requires an underlying zone to be applied.</p> <p>A 'Local Centre' zone is consistent with the zoning of land on all four corners of the intersection of Lyon and Gaebler Roads.</p> <p>It is also consistent with the land's collective identification as a 'Local Activity Centre' in the 2023 Council adopted <i>Draft Local Planning Strategy</i>.</p> <p>Whilst the land is currently developed and operated as a Childcare Centre, it is not proposed to remove the ability for the use to be converted to a Medical Centre in the future.</p>
Lot 623 (#149) Gaebler Road, Aubin Grove	Public Open Space	Local Reserve – Parks and Recreation	A 'Parks and Recreation' is regularly accepted as the contemporary TPS3 local reservation for Public Open Space.

Lot 251 and 252 Lyon Road, Aubin Grove



Lots 251 and 252 Lyon Road are not subject to an existing structure plan, and given their small area, it is unlikely that preparation of a structure plan would ever be feasible or practical to undertake.

Rather than continue to restrict further subdivision or development until such time as a Structure Plan is prepared, it is proposed to rezone the land from 'Development' to 'Residential' with an equivalent density (R20) to that of surrounding landholdings.

Based on the size of the existing lots (both in excess of 1,000m²), this change would likely facilitate future battle-axe subdivision and redevelopment of each lot. An influencing factor on if or when landowners choose to do so, will be the likely need to demolish the existing dwellings, that sit very central to both lots.

Future Primary Regional Road



A large basin used by Main Roads to manage drainage from the Kwinana Freeway is located in the northwest corner of DA11 immediately west of residential properties fronting Sorbonne Turn. Given its use and tenure (road reservation), it is appropriate that this land form an extension of the adjoining Primary Regional Road under the Metropolitan Region Scheme (MRS).

This matter has been brought to the attention of Region Schemes team at the Department for Planning Lands and Heritage, who have liaised and confirmed with Main Roads WA are supportive of such an outcome (which will be actioned via a future MRS Omnibus Amendment).

In the interim it is proposed that the land be removed from the 'Development Zone' (i.e. to temporarily become a 'No Zone') and that the DA11 boundary be further reduced to exclude this area in TPS3.

6.0 CONCLUSION

For the following key reasons, it is suggested that now is an appropriate time for the structure plans listed above to be revoked and its zones and reserves rationalised into the Scheme:

- All public reserves (including local roads and Structure Plan 11G Public Open Space reserve) have been suitably constructed/embellished and transferred into public ownership; and
- all zoned land on the endorsed structure plans have been substantially subdivided and/or developed for private commercial and/or residential purposes.

Recognising these zones and reserves within TPS3 will:

- avoid the future need to seek WAPC approval to extend the approval period of the existing structure plans; and
- remove a redundant layer of planning control; and
- ensure the City maintains appropriate mechanisms to guide and control future redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply), consistent with current community expectations.

The other changes proposed reflect good contemporary planning practice and do not pose a significant adverse impact on surrounding development.

Planning and Development Act 2005

City of Cockburn Town Planning Scheme No.3 Amendment No.163

RESOLVED that the Council, Pursuant to Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Rezoning various lots within 'Development Area 11' from 'Development' to 'Residential (R20)', 'Residential (R40)', 'Local Centre', 'Mixed Use (R30)', and/or 'No Zone' as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 11' from the 'Development' zone to a 'Parks and Recreation' reserve as depicted on the Scheme Amendment Map.
3. Amending the Scheme Maps and 'Table 7 – Restricted Uses' to include Restricted Use No.16 (RU16) as follows:

No.	Description of Land	Restricted Use	Conditions
RU16	Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove	Aged and Dependant Person Dwelling	Development Approval
RU17	Lot 622 (No.173) Gaebler Road, Aubin Grove	Medical Centre and/or Child Care Premises	Development Approval

4. Reducing the extent of the 'Development Area 11' (DA 11) special control area boundary, as depicted on the Scheme Amendment Map;

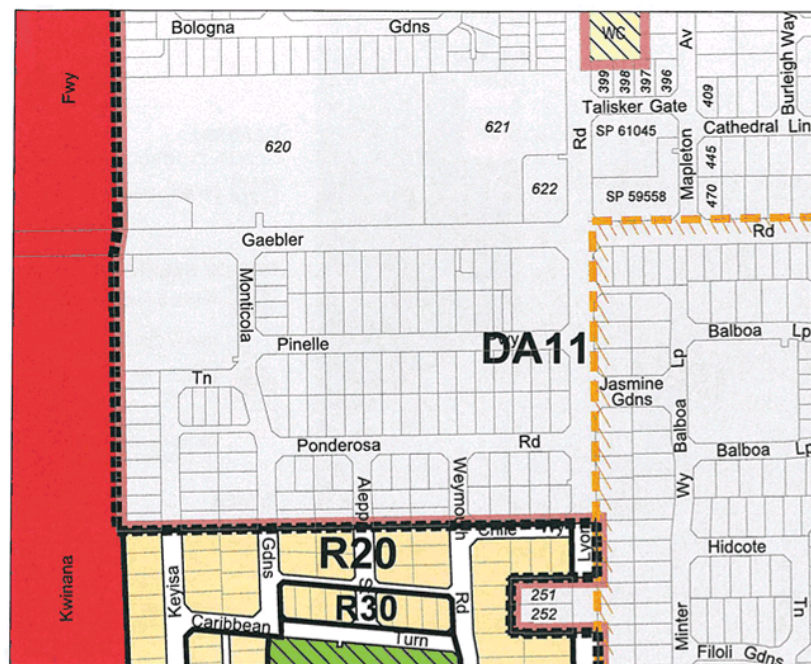
The amendment is 'Standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission*
- *an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;*
- *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

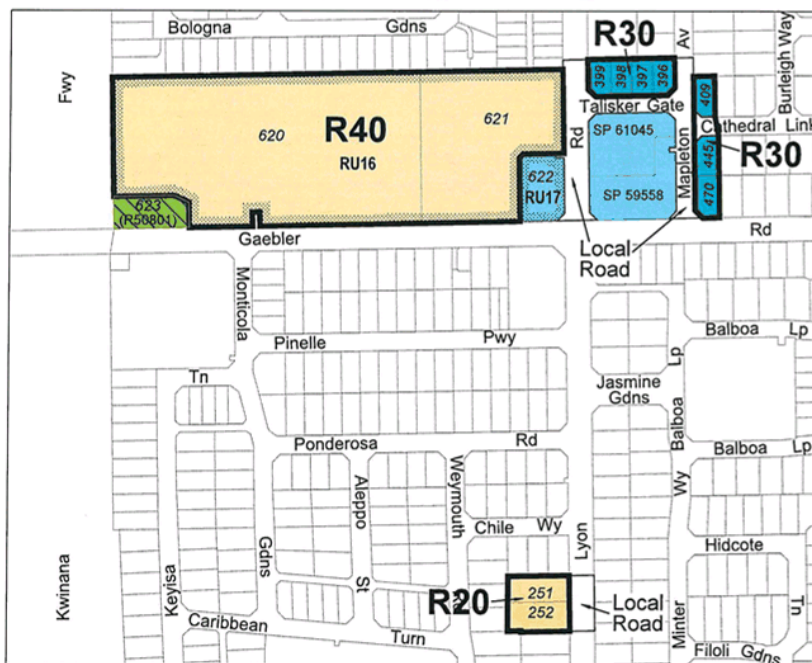
Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plans:

Structure Plan #	Address	Endorsement Date	WAPC Reference
11A	Lot 199 Gaebler Road, Aubin Grove	18/05/2004	801/2/23/0014P 1V
11G	Lot 18 and 19 Gaebler Road, Aubin Grove	04/05/2009	801/2/23/36PV

Upon the amendment taking effect the approved structure plans are to be revoked.

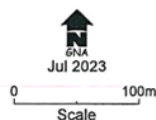


Current Scheme Map



Scheme Amendment Map

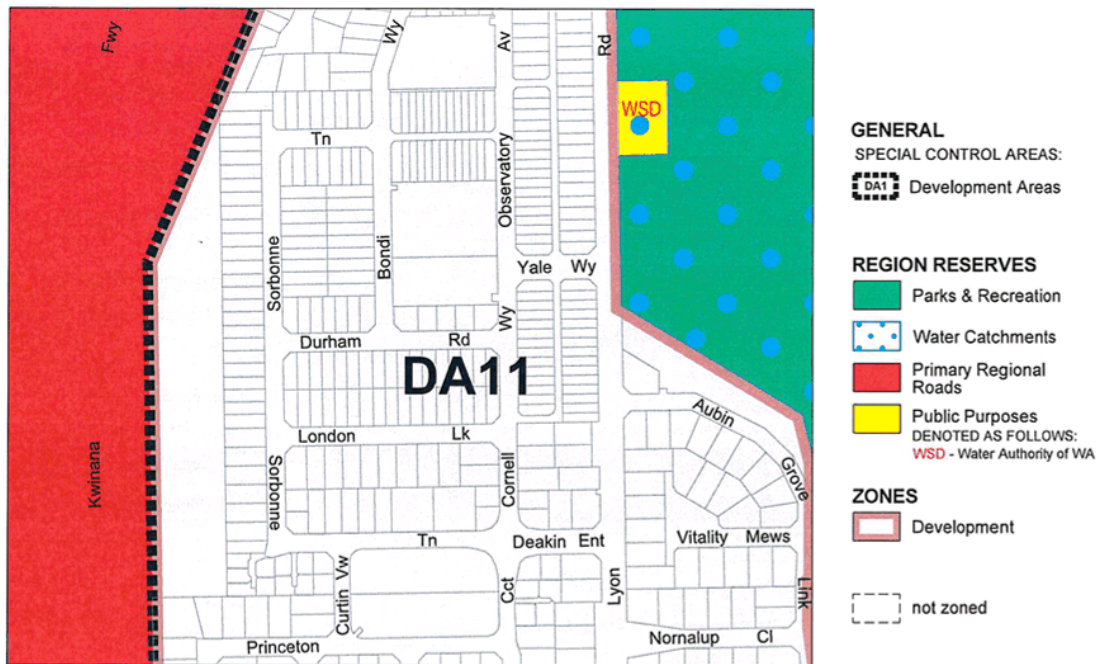
1 of 2



Amendment No.163

Town Planning Scheme No.3

Document Set ID: 11652706
Version: 1 Version Date: 04/10/2023

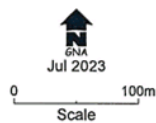


Current Scheme Map



Scheme Amendment Map

2 of 2




Amendment No.163

Town Planning Scheme No.3


Document Set ID: 11652706
Version: 1 Version Date: 04/10/2023

ADOPTION

Adopted by resolution of the Council of the City of Cockburn at the Meeting of the Council held on 10th day of August 2023.



MAYOR



A/C HIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted for final approval by resolution of the City of Cockburn at the Meeting of the Council held on the ____ day of ____ 202__, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

(Seal)

MAYOR

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

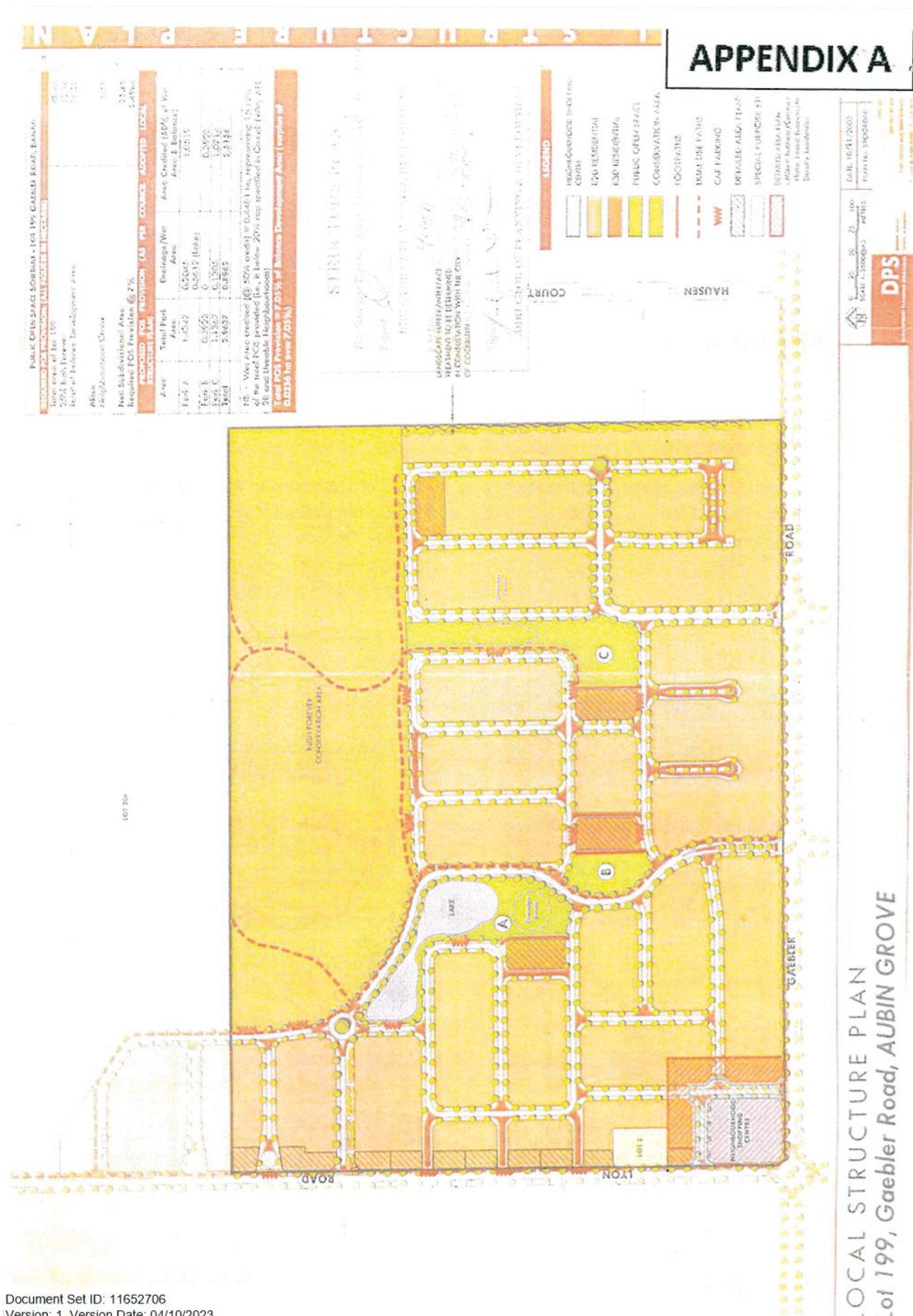
DATE _____

Final Approval Granted

MINISTER FOR PLANNING

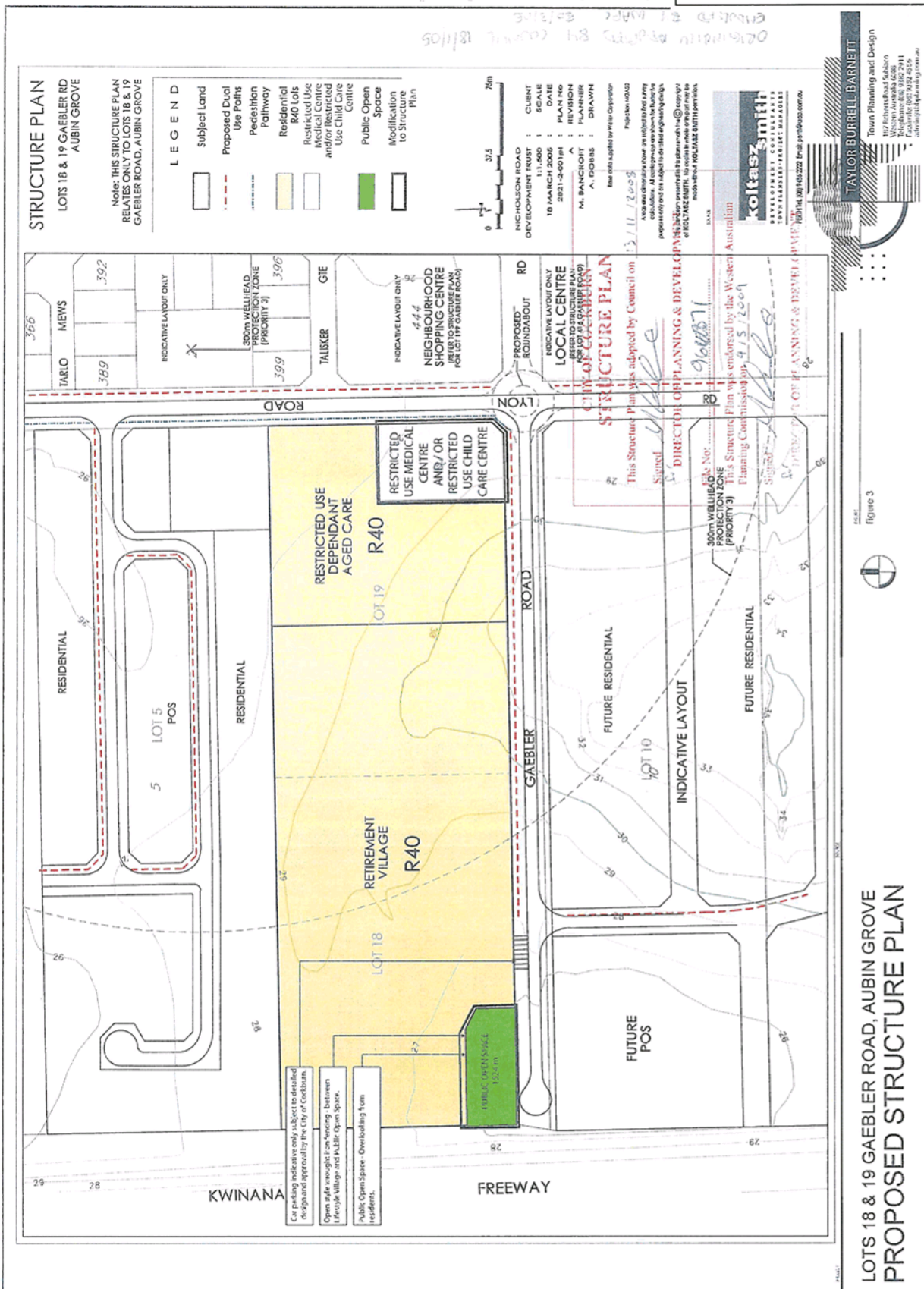
DATE _____

Document Set ID: 11652706
Version: 1, Version Date: 04/10/2023



Document Set ID: 11652706
Version: 1, Version Date: 04/10/2023

APPENDIX C



Document Set ID: 11652706
Version: 1 Version Date: 01/10/2023

File No. 109/163

Schedule of Submissions

Scheme Amendment No.163 – DA11 Rationalisation (standard)

No.	Name/Address	Submission	Recommendation
1	Main Roads WA, PO Box 6202, PERTH	SUPPORT: Please note Main Roads have No Objections to the above proposal.	Noted
2.	Zoe Eves & Jason Harney 5 Rolla Grove, Waikiki, WA 6169	COMMENT: We would like to propose 252 Lyon Rd, Aubin Grove to be zoned R30. Given the size of the land 1,177m ² there is enough land space for 3 homes to be built. Looking into the future this will be of value as economic growth is increasing each year and our housing shortage is at a record high accounting for our increasing homeless rate.	Not Supported As identified in the advertised amendment, the proposed 'R20' coding is consistent with the coding of surrounding land, including all adjacent lots. Given the City is meeting its dwelling targets as set out in the Sub-Regional Planning Framework, and the City's adopted Draft Local Planning Strategy does not identify an urgent need for additional dwellings or increased residential densities in this area, it would be unreasonable on adjoining landowners at this stage in the process (after advertising) to up-code the land to accommodate additional dwellings. Furthermore, given the lot in question is already expansively developed with a large house and complimentary infrastructure, and the owner has not indicated an immediate intention to redevelop the site, it seems unlikely that the upcoding would have any impact on current housing availability. Hence, it is considered more appropriate that upcoding be deferred to a planning instrument that considers the broader area. In doing so, neighbouring properties would have a similar opportunity to present a case for a higher coding and potentially receive some level of compensation in return for accepting potential increased amenity impacts and varied streetscape outcomes that would occur via a more intensive redevelopment outcome for just this one property. This is considered a reasonable and balanced approach, in the context of the landowner already obtaining the ability to redevelop the site for at least one further dwelling, without first having to go through the expense and timeframe involved in the local structure planning process.

File No. 109/163

**SCHEDULE OF MODIFICATIONS
PROPOSED AMENDMENT NO. 163**

NO.	MODIFICATION PROPOSED	ADVERTISED Y/N	EXPLANATION FOR ADVERTISING	PARTICULARS OF ADVERTISING									
1	Modifying Point 2 on the Formal Resolution Page to state (additional text shown in bold) : Reclassifying land within 'Development Area 11' from the 'Development' zone to a local 'Parks and Recreation' and/or 'Local Road' reservation as depicted on the Scheme Amendment Map.	N	Neither modification trigger the need for re-advertisement. Both are minor typographical errors on the resolution pages only. The correct wording (as requested by the Minister for Planning) is included in the 'Foreword' at the beginning of the report, and the proposed zonings and reservations correctly shown on the advertised Scheme Amendment Maps.	Not applicable									
2	Modifying Point 2 on the Formal Resolution Page to state (additional text shown in bold) : Amending the Scheme Maps and 'Table 7 – Restricted Uses' to include Restricted Use No.16 (RU16) and Restricted Use No.17 (RU17) , as follows: <table><tr><th>No.</th><th>Description of Land</th><th>Restricted Use</th><th>Conditions</th></tr><tr><td>RU16</td><td>Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove</td><td>Aged and Dependant Person Dwelling</td><td>Development Approval</td></tr><tr><td>RU17</td><td>Lot 622 (No.173) Gaebler Road, Aubin Grove</td><td>Medical Centre and/or Child Care Premises</td><td>Development Approval</td></tr></table>				No.	Description of Land	Restricted Use	Conditions	RU16	Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove	Aged and Dependant Person Dwelling	Development Approval	RU17
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RU16	Lots 620 (No.155) and 621 (No.171) Gaebler Road, Aubin Grove	Aged and Dependant Person Dwelling	Development Approval										
RU17	Lot 622 (No.173) Gaebler Road, Aubin Grove	Medical Centre and/or Child Care Premises	Development Approval										

14.1.2 Initiation of (Complex) Amendment No.166 to Town Planning Scheme No.3 - Roe Highway (Remainder Stages 8 & 9)

Executive	Chief of Built and Natural Environment
Author	Strategic Planning Coordinator
Attachments	1. City MRS Amendment Submission (Oct 2023) ↓ 2. Draft Scheme Amendment No.166 Report ↓
Location	Hamilton Hill, Coolbellup, North Lake and Bibra Lake
Owner	Various Government and Private Landowners
Applicant	City of Cockburn
Application Reference	109/166

RECOMMENDATION

That Council:

- (1) INITIATES, pursuant to section 75 of the Planning and Development Act 2005, an amendment to the City of Cockburn Town Planning Scheme No.3 (Scheme) for the following purposes:

1. Zoning the proposed centrally located MRS 'Urban' zoned land, between Leda Street and the MRS 'Parks and Recreation' reserve straddling Blackwood Avenue 'Development', as depicted on the Scheme Amendment Map,
2. Introducing special control area 'Development Area No.46' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

REF. NO.	AREA	PROVISIONS
DA 46	Former Roe Highway Regional Road Reservation (and surrounds)	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for: <ol style="list-style-type: none"> (a) a green (ecological) link extending through the area from east to west as an integral element; (b) appropriately scaled education, recreation, mixed-use and/or local scale commercial development; (c) an appropriate mix of residential densities; and (d) ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.

3. Zoning the proposed MRS 'Urban' zoned Cardigan Street Precinct 'Residential (R15)', as depicted on the Scheme Amendment Map,

4. Zoning the proposed MRS 'Urban' zoned Rockingham Road Commercial Precinct 'Mixed Business', as depicted on the Scheme Amendment Map,
 5. Zoning the proposed MRS 'Urban' zoned Bibra Lake Drive / Hope Road Precinct 'Residential (R30)', as depicted on the Scheme Amendment Map,
 6. Reserving the proposed MRS 'Urban' zoned road reservations, adjoining portions of Bibra Lake Drive, and slivers of land either side of Southwell Crescent and Forrest Road as 'Local Road' reserves, as depicted on the Scheme Amendment Maps;
- (2) DETERMINE the amendment is 'complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it satisfies the following criteria of Part 5, Division 1, Regulation 34:
- *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;*
- (3) SUBMIT two copies of the proposed Amendment to the Western Australian Planning Commission, pursuant to Regulation 37(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, to obtain consent to advertise the scheme amendment;
- (4) REFER the Amendment to the Environmental Protection Authority (EPA), pursuant to Section 81 of the *Planning and Development Act 2005*, by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with Section 48A of the *Environmental Protection Act 1986* in relation to the proposed scheme amendment;
- (5) REFER the Amendment to the Minister for Planning, pursuant to Section 83A of the *Planning and Development Act 2005*, for permission to advertise the proposed Scheme Amendment;
- (6) Upon compliance with Sections 81, 82 and 83A of the *Planning and Development Act 2005*, ADVERTISE the proposed Amendment pursuant to the details prescribed within Part 5, Division 3, Regulation 38 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Regulation 38 specifies advertising must not be less than a period of 60 days; and
- (7) ADVISES the State Government:
- a) of the City's expectation the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Development zoned land; and
 - b) there would be considerable value in utilising Development WA to lead structure planning, as it has done with many government-owned precincts across Cockburn.

Background

At the 14 September 2023 OCM, Council considered the State Government's proposed removal of the remaining portions of Stages 8 and 9 of the former Roe Highway Primary Regional Road Reservation from the Metropolitan Region Scheme.

Key aspects of Council's resolution relevant to this Local Scheme Amendment proposal include:

- 1) Its SUPPORT for the proposal subject to the following modifications:
 - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location; and
 - b) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.
- 2) A REQUEST, pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
 - a) the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
 - b) the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (1)(b) above];which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.
- 3) ADVISING the State Government of its intention to initiate a complementary local scheme amendment that:
 - a) may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
 - b) introduces Special Control Areas to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
 - c) Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.

Submission

N/A

Key Assumptions

As the outcome of the MRS Amendment will not be known for some time, this proposal is premised on the following key assumptions:

- that the additional regional 'Parks and Recreation' reservation encompassing the preferred location of the Wally Hagan redeveloped has not been accepted; and



Excluded from 'Primary Regional Road' Reserve and 'Urban' Zone and included in 'Parks and Recreation' Reserve

- that the requested widenings of 'Urban' zoning either side of Southwell Crescent and Forrest Road have been accepted.



Excluded from 'Primary Regional Road' Reserve and included in the 'Urban' Zone

If either of these assumptions prove incorrect, the MRS (regional reserve) outcome will take precedence, and the relevant portions of this local scheme amendment discussed in the following sections, will fall away.

- that concurrent rezoning of all the resultant 'Urban' zoned land, to a 'Development' zone in TPS3, has not been accepted.

If this proves correct, the urgency to complete the local scheme amendment escalates, to reduce the length of time between the MRS and TPS Amendment gazettal dates and manage the significant risks associated with all MRS 'Urban' zoned land, becoming unzoned ('No Zone') in TPS3.

Of note, included is a requirement for a green (ecological) link to extend through the area as an integral element of the structure plan outcome.

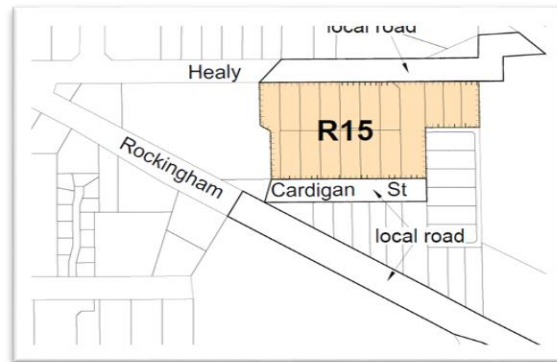
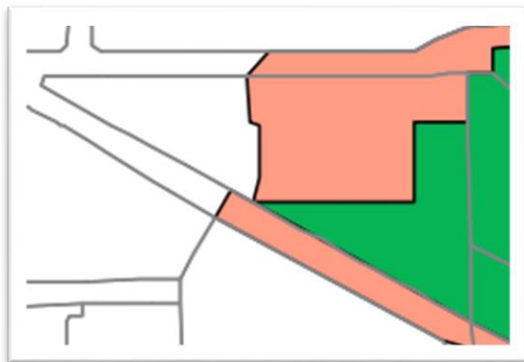
It is expected the extent of DA46 and associated special provisions will be refined in response to submissions received through the public advertising process.

External to the proposed Development Zone are three distinct precincts proposed to be directly transferred into existing zones of the TPS3, as described below.

Cardigan Street, Hamilton Hill

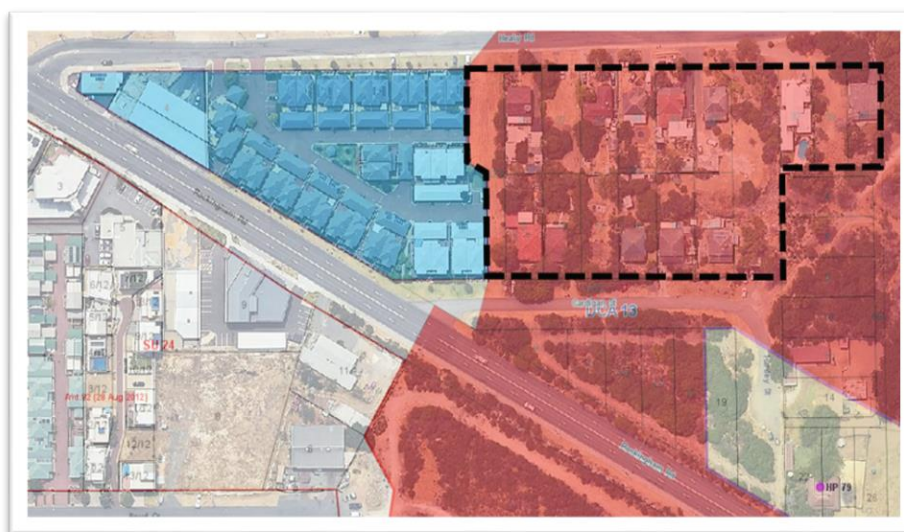
Despite being large landholdings in government ownership containing older building stock, immediately east of an established Mixed Business zoned 'R60' grouped housing development, a straight 'Residential (R15)' zoning is proposed for this area to maintain the status quo.

In viewing the maps below, readers should be aware the residential coding on the plan is what is intended, not the legend (which generically reads 'R20'). This is standard mapping practice prescribed by the State.



- Excluded from Primary Regional Roads reservation and Urban zone and included in Parks and Recreation reservation
- Excluded from Primary Regional Roads reservation and Parks and Recreation reservation and included in Urban zone

- Residential
- R20 Residential Density Codes

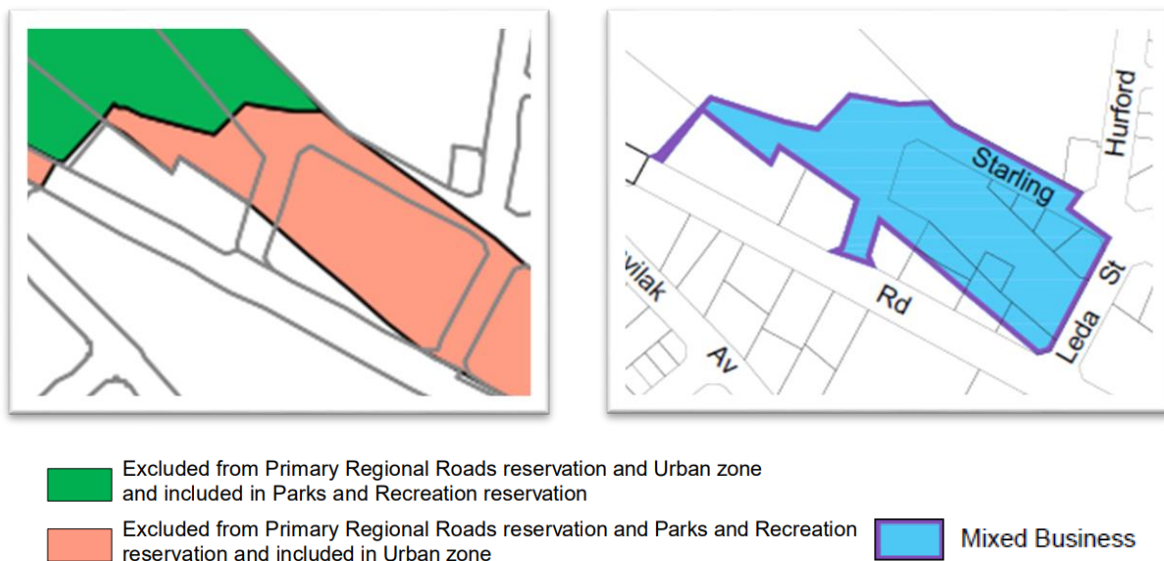


This is due to the lots sitting on top of a limestone outcrop and containing substantive vegetation that makes redevelopment challenging without significantly affecting the character of the area or increasing traffic volumes to the detriment of continued operation of the State Heritage listed Randwick Stables.

An R15 density coding matches the existing lot sizes, avoiding the potential creation of additional battle-axe subdivision. A small number of additional houses may be possible by closing and similarly zoning the northern (unconstructed) portion of the Hardey Road reservation between Cardigan Street and Healy Road.

Starling Street Precinct, Hamilton Hill

MRS Urban zoned land in and around existing commercial premises fronting Rockingham Road (west of Leda Street), is proposed to be zoned 'Mixed Business', as a natural expansion of the existing Local Activity Centre.



The proposed zoning is consistent with the existing commercial businesses, will complement the (Scarvicci) Local Centre zoned land on the southern side of Rockingham Road, and does not preclude future acquisition and/or redevelopment of the land for indoor recreational purposes.

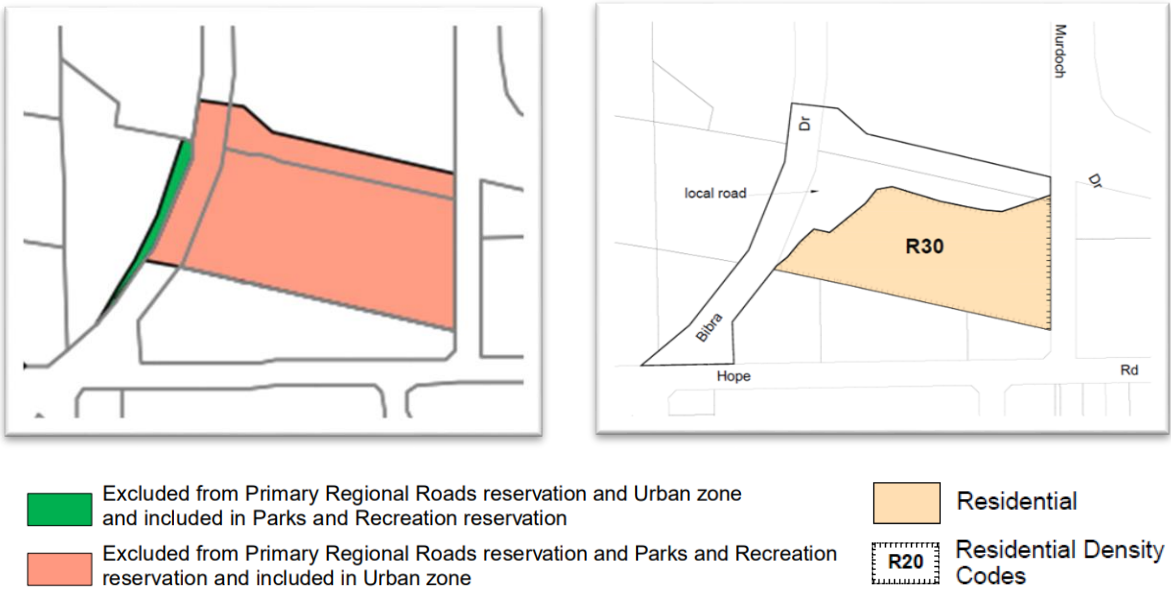
Rather than reserving it as a Local Road, the intervening portion of Starling Street is included within the Mixed Business zone to allow maximum opportunities in terms of the future expansion and/or redevelopment of commercial land uses in this area.

Bibra Drive / Hope Road Precinct, North Lake

Reflective of it being a large, consolidated land area constrained by existing road reservations (that it can't take direct access from) or existing development on three sides, a 'Residential (R30)' zoning is proposed for the developable portion of this area.

The portions already developed as roads (including the revetment associated with the Bibra / Murdoch Drive slip road) and an adjoining 'Residential (R20)' zoned portion of Bibra Drive to the south are proposed to be reserved as Local Roads.

In viewing the maps below, readers should be aware the residential coding on the plan is what is intended, not the legend (which generically reads 'R20'). This is standard mapping practice prescribed by the State.





Whilst land to the south is coded R20, a R30 coding would better accommodate redevelopment befitting its prime location in proximity to the regional road network, regional parkland and nearby local commercial facilities (at the intersection of Murdoch Drive and Farrington Road).

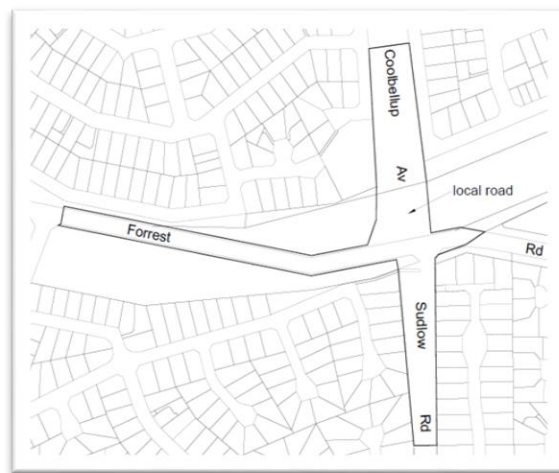
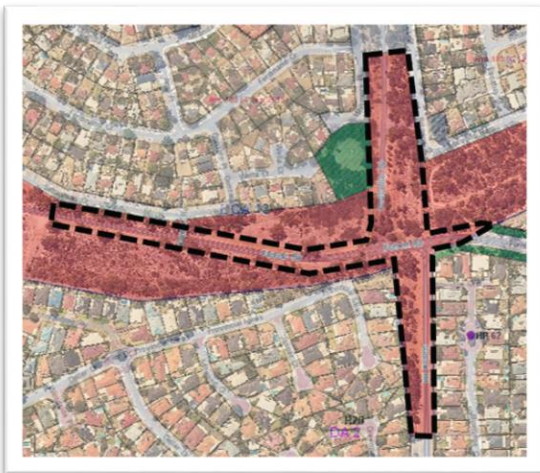
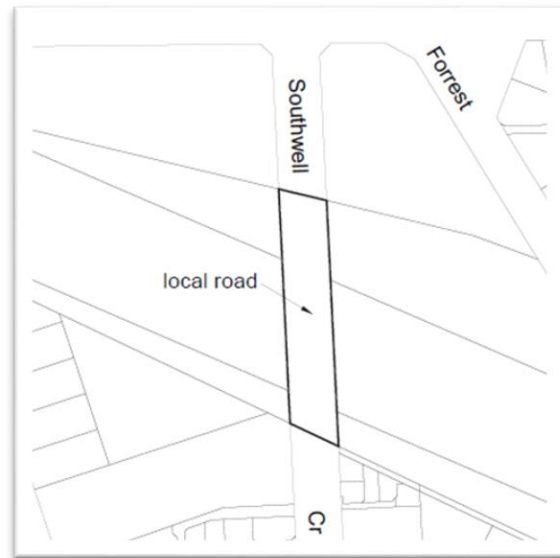
It will also provide for greater housing diversity in a well-established area almost entirely composed of low-density single residential housing.

Of importance, a residential zoning would not preclude a northward expansion of the privately run education establishment, should some, or all of it be acquired from the State for this purpose.

Existing Road Reserves

Unless otherwise mentioned in the precincts above, existing road reservations are proposed to be reserved as 'Local Roads'.

Pending the MRS Amendment outcome, this includes the slivers of additional land either side of Southwell Crescent and Forrest Road, that would facilitate future widenings to local access, cycling and public transport opportunities through the area as redevelopment proceeds.



Strategic Plans/Policy ImplicationsLocal Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Increased Investment, economic growth and local employment.

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Protection and enhancement of our natural areas, bushland, parks and open spaces.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- An integrated, accessible and improved transport network.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

Not applicable – the Amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24 budget allocation.

The cost of associated technical analysis has essentially been deferred to the preparation of the local structure plan for the Central precinct, beyond that already associated with the City's District Traffic Study.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Region Planning Scheme) Regulations 2023*

Community Consultation

Part 5 (Division 1, Regulation 34) of the Planning and Development (Local Planning Schemes) Regulations 2015 identifies three amendment types: basic, standard, and complex.

The changes proposed by Amendment No.166 meet the definition of a 'Complex' Scheme Amendment. Regulation 38 requires such proposals to be advertised for a minimum period of 60 days.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal. It is considered the officer recommendation is appropriate.

Depending on whether the State approves the City's previous request for an interim 'Development' Zone over the land zoned 'Urban' in the MRS, if the Amendment does not proceed (or is ultimately refused by the Minister for Planning) there would continue to be an absence of

- suitable guidance on what the land could be used for and associated local development controls that could be exploited by landowners; and/or
- delegation to City Officers to determine any development application submitted (i.e. every application would need to be determined by Council or where triggered, a Development Assessment Panel).

Advice to Proponent(s)/Submitters

N/A

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

Nil

Enquiries: Strategic Planning – 9411 3505
Our ref: 105/001 & 110/232

10 October 2023

Western Australian Planning Commission
Locked Bag 6
PERTH WA 6001



Dear Sir/Madam

**City Submission on Metropolitan Region Scheme
Major Amendment 1404/41 – Roe 8 Remainder and Roe 9**

Thank you for the opportunity to review and provide comment on the above proposal.

In response, please find attached relevant extracts from the Council Minutes from its Ordinary Meeting on the 14th September 2023 at which the matter was reported on and discussed.

At that meeting Council resolved to: *ENDORSE the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:*

1. *ACKNOWLEDGE the State Government's:*
 - a) *Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)*
 - b) *Pre-referral engagement with the directly affected community; and*
 - c) *Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.*
2. *SUPPORT the proposal, subject to the following modifications (as roughly depicted on **Attachment 4**):*
 - a) *Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location;*
 - b) *Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.*

9 Coleville Crescent, Spearwood WA 6163, PO Box 1215, Bibra Lake DC WA 6965
T: 08 9411 3444 E: customer@cockburn.wa.gov.au
W: cockburn.wa.gov.au ABN 27 471 341 209

3. REQUEST:

- a) pursuant to s.126(3) of the Planning and Development Act 2005, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
 - i. the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
 - ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];

which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.

- b) The opportunity for City technical officers to speak on the proposal at a Public Hearing.

4. ENCOURAGE the State Government to:

- a) Commence the inter-agency land assembly process as a matter of urgency.
- b) Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:
 - i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;
 - ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;
 - iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and
 - iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive, including the bridge over Farrington Road.
- c) Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.



5. *ADVISE the State Government:*

- a) *Of its intention to initiate a complementary local scheme amendment that:*
 - i. *may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or*
 - ii. *introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.*
 - iii. *Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.*
- b) *Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and*
- c) *Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.*

Please note that included in the extracts are the City's responses to a number of public questions raised at the meeting that provide clarification on a number of points discussed in the Officer Report.

Should you have any queries wish to discuss any of the matters raised in further detail, please contact the City's Strategic Planning Team on 9411 3505 or via stratplanning@cockburn.wa.gov.au.

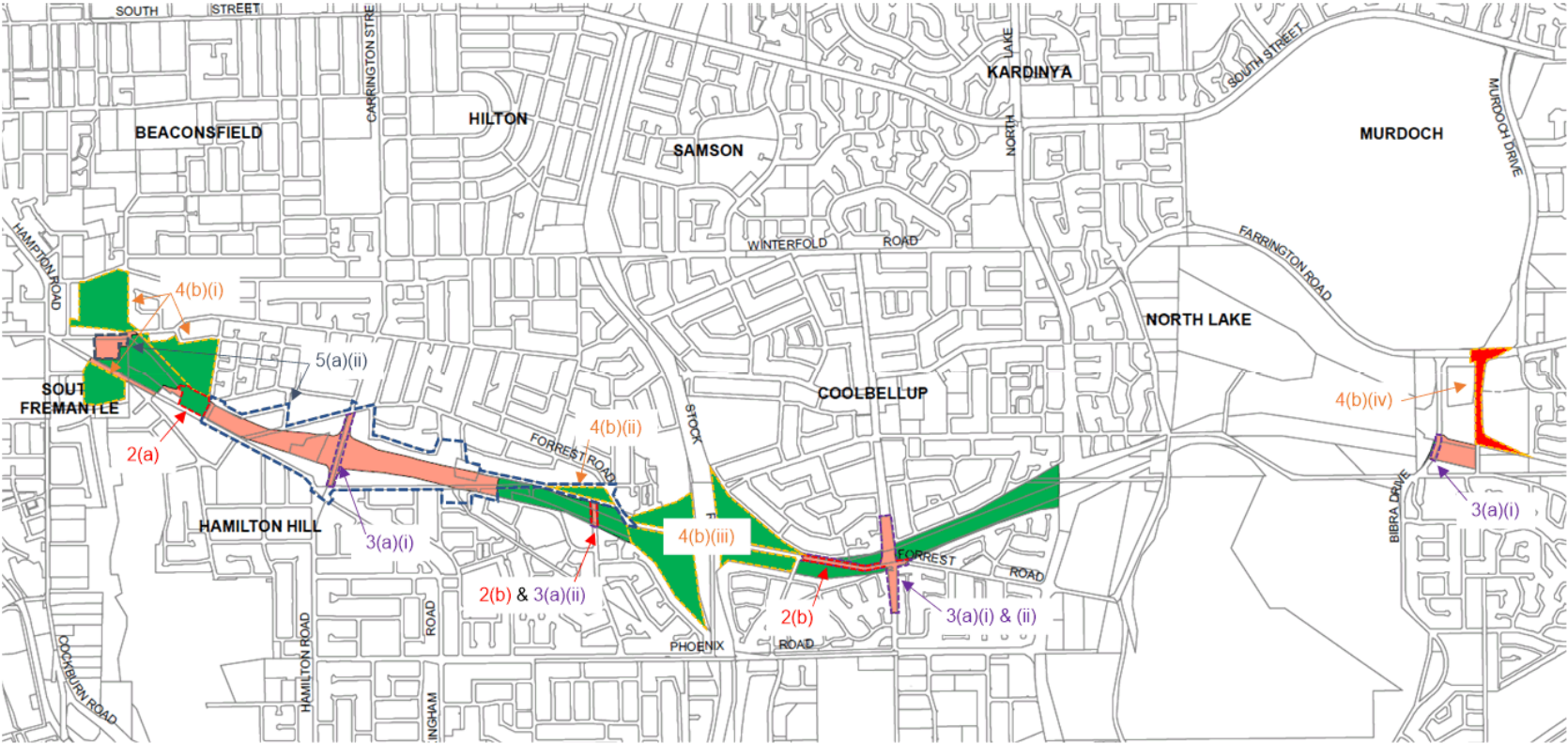
Yours sincerely,






Daniel Arndt

Chief of Built and Natural Environment




RECOMMENDED MRS AMENDMENT MODIFICATIONS – REFERENCES UPDATED AS PER COUNCIL RESOLUTION



Changes Recommended via this Amendment

-  Excluded from 'Primary Regional Road' Reserve and 'Urban' Zone and included in 'Parks and Recreation' Reserve
-  Excluded from 'Primary Regional Road' Reserve and included in the 'Urban' Zone
-  Portions of 'Urban' Zone not to be zoned 'Development' in TPS3 via Concurrent MRS/TPS Process

Further Changes Recommended via Subsequent MRS/TPS Amendment(s)

-  Excluded from 'Primary Regional Road' and 'High School' Reserves and include in 'Parks and Recreation' Reserve
-  Excluded from 'Parks and Recreation' Reserve and include in 'Primary Regional Road' Reserve
-  Potential Future Structure Plan Areas (TPS3 Special Control / Development Areas)



The Council of the City of Cockburn
Ordinary Council Meeting
Minutes

For Thursday, 14 September 2023

These Minutes are subject to confirmation

Presiding Member's signature

Date: 12 October 2023

OCM 14/09/2023

7. Written Requests for Leave of Absence

Nil

8. Public Question Time**Louise Corteen, North Coogee**Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation**Q1.** Is the City only interested in retaining land in the Roe 9 corridor that currently has high environmental values?**A1.** The Acting Chief of Built and Natural Environment advised no, based on earlier discussions with the State Government the City is taking a pragmatic approach to what it can request, in a manner that balances the environmental outcome with the future recreational needs of the local community.**Q2.** The information in the agenda suggests that areas zoned Parks and Recreation where the land needs remediation would not be supported by the City. Is the City opposed to an increase in canopy to reduce the urban heat effect that would result if this land is remediated?**A2.** The Acting Chief of Built and Natural Environment advised no, the City is simply seeking to make sure that any land handed over to the City's management is in a form that does not impose a significant financial liability. It would happily take over the proposed regional reserves in a remediated (and ideally enhanced) state.**Raymond Grenfell, Hamilton Hill**Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation**Q1.** These recommendations refer specifically to the "Cardigan Street Precinct" in regard to potential development opportunities. Is my interpretation correct that it is implied that by concurrently zoning urban areas as development, the City wish to see an expedited zoning process that will allow for the development of Cardigan Street?**A1.** The Acting Chief of Built and Natural Environment advised no, for now the City is simply seeking to ensure the MRS outcome does not result in the absence of a local zoning, pending the preparation, advertising, Ministerial Approval and gazettal of a separate, subsequent local scheme amendment.**Q2.** Cardigan Street borders a significant Aboriginal Heritage site; provides primary access to the heritage listed Randwick Stables and includes houses on

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Cardigan Street that have considerable heritage value with very long-term tenants.

Considering how much concern there is within the community about future use of this land, will Council reconsider the City's recommendation for Western Australian Planning Commission (WAPC) to concurrently rezone this land as development?

- A2. The Acting Chief of Built and Natural Environment advised this is something for the Elected Members to consider later at this meeting.

When doing so, Elected Members should be aware that regardless of whether the WAPC accept a concurrent local development zoning, the ultimate outcome will form the subject of a subsequent local scheme amendment and/or structure planning process.

- Q3. Can Council guarantee that there will be no development of Cardigan Street without proper planning, including comprehensive structural plans that take into account the local community's concerns?
- A3. The Acting Chief of Built and Natural Environment advised this is the City's intent. A development zone will trigger the need for a local structure plan to be prepared, advertised and approved prior to further subdivision of development. Any other outcome (for example, Residential with a defined R-Coding) can only occur through a subsequent local scheme amendment process.

Robyn Walsh, Spearwood

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. It is my understanding that residential roads are generally designed at the structure planning stage – can you confirm that the intent here is to close Blackwood Avenue at Carrington Street and build a new road, along the existing primary regional road, retaining a 25m reserve which allows the possibility of going to four lanes at some time in the future – and thus establishing a new east-west link?

- A1. The Acting Chief of Built and Natural Environment advised no, the suggested widenings relate purely to the existing portions of Southwell Crescent and Forrest Road as they run through proposed Regional Open Space.

The intent is to allow the introduction of a median for safer pedestrian crossing and/or enhanced cycle lanes or public transport, not four lanes for cars, which under current standards would require an even wider reservation.

The alignment and width of any future east-west link would indeed be determined via a future structure planning process.



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A four-lane road is not intended, however a wider reserve than Blackwood Avenue might accommodate a dedicated cycle route within a continuous landscaped ecological corridor on one side.

Q2. Blackwood Avenue has houses adjacent to the road, but they are well set back. It is a perfectly adequate two-lane road. Why do you propose to build a new one right next door to it and close it off?

A2. The Acting Chief of Built and Natural Environment advised that, as best evidenced by the recent installation of traffic calming devices, Blackwood Avenue is often used inappropriately and experiences traffic safety concerns.

Its intersection with Carrington Street in particular, is a recognised black-spot intersection that should ultimately be closed.

At this stage the alignment shown in Figure 10 of the OCM agenda attachment is conceptual and seeks to demonstrate the need to refine the proposed regional public open space it would need to go through.

Future structure planning will examine the alignment in further detail, including the benefit (or otherwise), of reusing portions of the existing road reserve.

Q3. Am I right in thinking the suggestion is to close Blackwood at the Carrington end, making it a cul-de-sac and funnelling all traffic on to the new road?

A3. The Acting Chief of Built and Natural Environment advised that in part, yes, the intent is to disperse or share the expected increase in traffic volumes through this area across a number of local roads, rather than push most of the impacts of not building the highway onto the existing alignment (and residents) of Forrest Road.

As shown by the north south local road connection on the advertised State Government Concept and Figure 10 of the Ordinary Council Meeting report, only the very western portion of Blackwood Avenue would likely become a cul-de-sac.

Q4. Residents who bought on Hyam Road did so thinking they were buying on a quiet cul-de-sac bordering a park. Kids play outside their houses there, ride their bikes to the park. Opening this street up would destroy the amenity and have a devastating impact on their way of life. Have you considered the impact on these residents?

A4. The Acting Chief of Built and Natural Environment advised that the concerns raised are understandable and will need to be balanced against the need to ensure an appropriately functioning local movement network as part of the subsequent local structure planning process. The process will involve further community consultation.

Q5. You say that you are pleased with the suggestion to increase the size of Wheeler Park yet you are proposing a putting two roads through it – both

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north/south and east west. How can you suggest this would maximise options for future use?

- A5. The Acting Chief of Built and Natural Environment advised that, as mentioned previously, both the State's plan and City's figures are concepts only. The competing interests for this land will be considered through the subsequent structure planning process.

For now, it's important to note that the notional connection between Hyam and Ahern Streets is located within zoned land and could be ceded and constructed at any time (irrespective of this proposal).

- Q6. In the City's first submission to the DPLH – Attachment 3, page 66 of the agenda – it states that 'a contiguous ecological connection should be maintained'. Would you consider doing what the community so desperately wants and putting in a request to the Planning Commission that the entire corridor be zoned Parks and Recreation?

- A6. The Acting Chief of Built and Natural Environment advised this is a matter for the Elected Members to determine, however, without putting some form of development in the way, this approach runs a very high risk that a future State Government might try to reinstate the regional road connection.

As the proponent and ultimate decision maker of this proposal, various elements of the current State Government have also repeatedly indicated this outcome is unlikely to be accepted.

Toni Collinge, Hamilton Hill

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. How does the City reconcile the data showing that the tree canopy cover in Cockburn is now only 9% while tree canopy advocates are working for a target of 30% by 2040?

- A1. The Acting Chief of Built and Natural Environment advised Light Detection and Ranging (LIDAR) mapping that was undertaken by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) last year determined that the City's vegetation cover (across tenure) is 26%.

Mature tree canopy coverage is 18%. Guided by Council's adopted Urban Forest Plan, the City is actively involved in various projects that seek to improve urban canopy across the municipality.

Further opportunities to improve the outcome in this specific area will be pursued as part of the subsequent local scheme amendment and structure plan processes.



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- Q2. Does the City understand that our community will see the request for a road reservation wide enough to accommodate a four-lane highway as Roe 9 by stealth?
- A2. The Acting Chief of Built and Natural Environment advised this is an understandable perception but is clearly not the intent of the City. The City's intent is articulated in the response to question 2.

Leah, Knapp, Coolbellup

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. Are you aware that the community overwhelmingly supports a connected wildlife corridor through this land and the hundreds of hours donated by the community to plant, weed, write submissions and care for the land?
- A1. The Acting Chief of Built and Natural Environment advised the City is aware of this desire and has no intention to undo any of the excellent work that has been completed to date.

There are means via the subsequent local planning process whereby a more modest ecological link could be achieved without the entire former highway reservation being converted to Regional Parks and Recreation in the MRS.

Liz Waterhouse,

Ms Waterhouse's submitted questions had been raised and responded to previously during public question time and therefore were not re-asked.

Madeleine Antoine, Hamilton Hill

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. Referring to the proposed concurrent zoning of Cardigan Street as a 'development zone', given that Cardigan Street is the only access to the heritage listed Randwick Stables, with horses travelling down the street on a daily basis, and given the significant issues of high density development alongside horse stables, what assurance can Council give that development of Cardigan Street will not impact on the viability of Randwick Stables as living heritage?
- A1. The Acting Chief of Built and Natural Environment advised a 'Development' zone would trigger the requirement for a local structure plan to be prepared prior to any further subdivision or development occurring.

It does not necessarily mean that the land will be developed for high density housing. Rather, it ensures future development of this land first be considered via a subsequent, more detailed local planning process.

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- Q2. Will Council guarantee that any potential development of Cardigan Street would be done in consultation with the key stakeholders, including Randwick Stables, to ensure minimal impact on the stables?
- A2. The Acting Chief of Built and Natural Environment advised yes, the requirement to consult with affected landowners and the surrounding community as part of any Local Structure Plan or Scheme Amendment proposal, is clearly outlined in the *Planning and Development (Local Planning Scheme) Regulations 2015*.

Judith Fogarty, Spearwood

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. Because of the importance of Aboriginal heritage, while the Council in this agenda has sought to have the whole of the Aboriginal site 18332 under the Parks and Recreational zoning, should the State Government not agree to do this will the Council agree to include those areas not appropriately zoned into public open space within the Urban Zone to achieve the same outcome?
- This would be advantageous not only for the recognition of the First Nation's history, but beneficial for flora, fauna and open green spaces for the community to enjoy, as well as adding to the important overall greening of the environment.
- A1. The Acting Chief of Built and Natural Environment advised that such an outcome would need to form the subject of a separate subsequent Local Scheme Amendment proposal.
- The financial cost of having to compensate existing landowners (including State Government Agencies), by causing their land to be injuriously affected, would be a critical factor to consider as part of that process.
- Q2. As the Wildlife Corridor extends from wetlands to waves, why sever the corridor by connecting Hyam Street with Hynes Way or another close street, creating a traffic flow through the quiet residential cul-de-sac and Wheeler Park Reserve which is habitat to many species of birds and frequently used by residents, but more importantly, another division over and into the Wildlife Corridor.
- A2. The Acting Chief of Built and Natural Environment referred to an earlier response to Ms Walsh on this matter.



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Christine Duckham, Hamilton Hill

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

Q1. The Council's long-stated position has been not to support the construction of Roe 8 and hence also Roe 9. Why is the City now claiming that traffic modelling has previously only been based on the expected construction of Roe 9? It is inconceivable that previous road planning by the City would not have taken into account the likelihood of Roe 9 not being built.

A1. The Acting Chief of Built Natural Environment advised that the proposal, as Ms Duckham may be aware, is one from the state government (WAPC).

The road in question is a red road, which is generally informed by traffic modelling carried out by the state government.

The local government has a district traffic study that is reviewed on a four to five year basis and which generally considers the traffic in the wider area, as do the local governments surrounding the City of Cockburn.

Those District Traffic Studies are also approved by MRWA and in the event of any change to classifications of roads, such as a red road as in question tonight, those factors are generally updated at a later amendment to the report.

The local government has to anticipate as many changes as possible but ultimately works in close liaison with the state government to ensure that the traffic network is appropriately catered for.

When there are road upgrades, they are ultimately done through spot funding, which also may involve state or federal funding. So it is not an exact science. It is based on projected volumes and constant reviewing of those district traffic reports.

One of the comments in the report that has been listed, is ultimately looking at the fact that the state has not provided that detailed traffic data.

This has been flagged and noted within the report for Council to consider and potentially lobby at a future date.

Q2. State Government Direction 2031 provided predictions for urban growth which provided data on the expected population date in the City of Cockburn.

Why is the City now claiming that the construction of housing along the corridor will create unexpected population growth affecting traffic volumes when the population growth data has been available for a considerable length of time?

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- A2. The Acting Chief of Built and Natural Environment advised Perth and Peel 2031 is a broad-brush document that provides general objective planning for future changes. It does not predict within ultimate accuracy what the population increases may or may not be, but is a document that covers the whole of the metropolitan area.

In the Cockburn context, it provides an explanation of where future growth area may be, such as around Jandakot Airport or expansion areas for future earmarked grown in industrial, rural or residential areas.

In this context, the projected population being referred is more the localised issue. With the proposal from the state government being to change the red road reserve to urban and parks and recreation.

The City has flagged that those changes, being quite minor, are something to consider at a future structure plan stage.

Professor Anna Haebich, Hamilton Hill

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

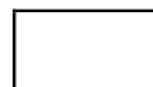
- Q1 Does the City have an alternate option of the location of the Wally Hagan basketball stadium given the restrictions that the Aboriginal Heritage listing places on the footprint and associated parking issues?
- A1. The Acting Chief of Built and Natural Environment advised that is not something, at this stage, that the City would have a comment on, but is something that could be considered as part of the structure plan process and there will be community consultation on that in the future stages of planning.

Phillip Jacka, Success

Subject: CoSafe

As Mr Jacka was not present at the meeting, his questions were treated as correspondence and the following response was provided:

- Q1. How effective is the Co-safe program in preventing crime and catching wrong doers?
- A1. CoSafe operates 24 hours a day, 7 days a week, 365 days per year. CoSafe provides a constant level of community safety and security presence within our local community with the priority to prevent crime before it occurs. Since the revised CoSafe model commenced in 2020, the Service has responded to:
- 3,819 reports of anti-social behaviour
 - 3,309 reports of suspicious behaviour
 - 2,775 Noise complaints



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- 1,081 off-road vehicle complaints
- 160 alarms responses for non-City owned buildings or homes
- And a further 8,295 security patrols in response to safety concerns within our community.

Asides from responding to these tasks, CoSafe has aided in emergencies such as bushfires, significant storms and major vehicle crashes.

The CoSafe service also incorporates the City's extensive network of CCTV cameras.

These cameras cover a wide range of facilities, parks, waterways, streets and is expanding. The CCTV network assists not only the City but external agencies including the WA and Federal Police.

Since 1 July 2020, CoSafe has responded to 6,388 alarm activations of our City owned buildings.

During this same time, CoSafe has undertaken over 9,200 proactive patrols of our City buildings to minimise and deter vandalism.

Q2. What stats are available to support whether this program is worthwhile?

Q3. How many calls were responded to?

A2/3. In FY23 CoSafe undertook over 29,000 tasks for the City.

This included 1,965 reports directly from residents and 6,632 daily patrols of homes in the City for residents away on holidays through its free Holiday Watch Service.

CoSafe is also responsible for the security and response to alarms for our City's assets including sporting complexes, community buildings and administration buildings.

Over 2,500 facility alarms were responded to by CoSafe in this same time period.

Q4. What is the average response time in attending a call-out?

A4. The Service Unit Key Performance Indicator for the CoSafe service is to provide a 12-minute response time to community customer requests.

This KPI is regularly achieved but can vary depending on demand for the service and the priority. On some occasions the response is shorter than the 12-minute target.

Q5. How many criminal activities have been thwarted etc as a result of a Co-safe attendance?

A5. CoSafe does not maintain a record of all events that have possibly led to crimes being thwarted. However, to give you a sense of effectiveness, recently CoSafe located a male walking in a residential street at 2am, carrying a knife and acting suspiciously, which led to his arrest and prosecution by the WA Police.

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This is one of many examples which indicate how CoSafe prevents offences occurring or leading to further offending in the local community.

- Q6. What powers, if any, do the Co-safe Security personnel possess?
- A6. Our CoSafe Team Leaders are authorised officers under a number of Local and State Laws. Our CoSafe Officers have similar powers to any member of the general public and will act if they can do so safely.
- Q7. I assume the Co-safe personnel have no powers in regard to detaining people caught committing crimes, therefore: What is the point of Co-safe?
- A7. I refer you to my previous response and the benefits of the CoSafe service mentioned previously.
- Q8. I would like to pose a final query suggesting that money spent on Co-safe may be of little to no benefit to rate-payers, therefore should Co-safe be discontinued?
- A8. The City of Cockburn values the work carried out by CoSafe and supports its ongoing operation.

Tom Burton, Jandakot

Subject: Earthworks – Former Glen Iris Golf Course Estate

As Mr Burton was not present at the meeting, his question was treated as correspondence and the following response was provided:

- Q1. Will Eastcourt developers be ground water use monitored during earthworks and building on the Glen Iris Golf Estate and if not why not?
- A1. The Local Water Management Strategy prepared as part of the Structure Plan required 'pre' and 'post' development groundwater monitoring.
- This commenced in June 2020 for existing pre-development conditions and is an ongoing action.
- Department of Water and Environmental Regulation require a minimum of three years post development groundwater monitoring via bores at sampling locations and the City will continue to require this via the implementation of an Urban Water Management Plan.

9. Confirmation of Minutes

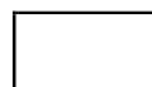
9.1 (2023/MINUTE NO 0213) Minutes of the Ordinary Council Meeting - 10/08/2023

Council Decision

MOVED Cr T Dewan SECONDED Cr M Separovich

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 10 August 2023 as a true and accurate record.

CARRIED 7/0



OCM 14/09/2023

10. Deputations

The Presiding Member invited the following deputations:

- **Sally Marsh, Robyn Walsh, Madeleine Antoine - Cockburn Community Wildlife Corridor Inc.**
Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

7.32pm The Council Minute Officer departed the meeting and returned at 7.36pm.

7.36pm Deputy Mayor Widenbar departed the meeting and returned at 7.38pm.

- **Jennifer Gordon**
Item 14.4.1 Multiple Dog Application for 186 Gibbs Road, Banjup

The Presiding Member thanked the deputees for their presentations.

11. Business Left Over from Previous Meeting (if adjourned)

Nil

12. Declaration by Members who have Not Given Due Consideration to Matters Contained in the Business Paper Presented before the Meeting

Nil

En Bloc Resolution – Simple Majority

7.48pm The following items were carried En Bloc by a simple majority:

14.1.1	15.1.1	15.1.6	16.1
14.2.2	15.1.2	15.1.8	16.2
14.2.3	15.1.3	15.1.9	19.1
14.3.1	15.1.4	15.1.10	
	15.1.5	15.2.1	

En Bloc Resolution - Absolute Majority

7.49pm The following item was carried En Bloc by an absolute majority:

14.2.1

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Item 14.1.2

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Declaration of Interest

Type of Interest	Nature of Interest
Cr Corke submitted a Proximity Interest, pursuant to Section 5.60B of the <i>Local Government Act 1995</i> for Item 14.1.2.	Cr Corke lives on Ahern Street, which borders the Roe 9 corridor

7.50pm Having declared a Proximity Interest in Item 14.1.2, Cr Corke departed the meeting.

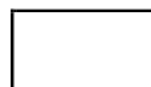
14.1.2 (2023/MINUTE NO 0215) MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

Responsible Executive	A/Chief of Built and Natural Environment
Author	Strategic Planning Coordinator
Attachments	1. MRS Amendment Plans ↓ 2. DPLH Indicative Concept Plans ↓ 3. City Preliminary Referral Response ↓ 4. MRS Amendment - Recommended Changes ↓
Location	Hamilton Hill, Coolbellup, North Lake & Bibra Lake
Owner	Various Government and Private Landowners
Applicant	Western Australian Planning Commission (WAPC)
Application Reference	107/001 and 110/232

Officer Recommendation

That Council:

- (1) ENDORSES the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:
1. ACKNOWLEDGE the State Government's:
 - a) Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)
 - b) Pre-referral engagement with the directly affected community
 - c) Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.
 2. SUPPORTS the proposal, subject to the following modifications (as roughly depicted on Attachment 4):
 - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location;



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Item 14.1.2

- b) Removal of the small sliver of regional 'Parks and Recreation' reservation between Ahern Street and the southern boundary of Blackwood Avenue, to maintain the opportunity to explore a realignment of Forrest Road (through the existing Primary Regional Road reserve) as a local road connection (between Carrington Street and Stock Road) via subsequent local planning processes; and
 - c) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.
3. REQUESTS:
- a) pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
 - i. the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
 - ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];
 which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.
 - b) The opportunity for City technical officers to speak on the proposal at a Public Hearing.
4. ENCOURAGES the State Government to:
- a) Commence the inter-agency land assembly process as a matter of urgency.
 - b) Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:
 - i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;
 - ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;
 - iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and
 - iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive,

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including the bridge over Farrington Road.

- c) Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.
- 5. ADVISES the State Government:
 - a) Of its intention to initiate a complementary local scheme amendment that:
 - i. may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
 - ii. introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
 - b) Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and
 - c) Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.

Council Decision

MOVED Deputy Mayor T Widenbar SECONDED Cr T Dewan

That Council:

- (1) ENDORSES the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:
 - 1. ACKNOWLEDGE the State Government's:
 - a) Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)
 - b) Pre-referral engagement with the directly affected community; and
 - c) Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.
 - 2. SUPPORTS the proposal, subject to the following modifications (as roughly depicted on Attachment 4):
 - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate



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future development of a regional Basketball Facility in this location;

- b) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.

3. REQUESTS:

- a) pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
 - i. the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
 - ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];

which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.

- b) The opportunity for City technical officers to speak on the proposal at a Public Hearing.

4. ENCOURAGES the State Government to:

- a) Commence the inter-agency land assembly process as a matter of urgency.
- b) Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:
 - i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;
 - ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;
 - iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and
 - iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive, including the bridge over Farrington Road.
- c) Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.

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5. ADVISES the State Government:

- a) Of its intention to initiate a complementary local scheme amendment that:
 - i. may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
 - ii. introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
 - iii. Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.
- b) Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and
- c) Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.

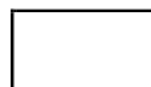
CARRIED 6/0**Reason**

The state government should ensure a future ecological corridor linkage across the entire proposed "Urban" zone as alluded to in their indicative plan. It is noted that the DPLH "Potential Green Zone Linkage -Roe 8 West and Roe 9" Plan is not binding. The future outcome of this proposal should include a full east to west ecological linkage through the proposed 'Urban' zone into and through the proposed 'Parks and Recreation' reservation.

The state government has one goal for this MRS amendment, to stop Roe 8/9 from happening. To do this, they need to build houses in the way.

We cannot let that happen without having some ecological linkage given the significance of this area. This amendment will go some way in ensuring that this can be done at the appropriate planning stage.

Whilst we are in a housing crisis with a Minister that is steadfast in delivering new housing, we need to conserve and protect an east west ecological linkage in this reserve.



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Officer Comment

The above alternative recommendation is not anticipated to prejudice the broad planning considerations under this MRS amendment. Mandating the consideration of an ecological link into the provisions of the Scheme's "Development Area" provisions provides for a suitable mechanism to ensure a green (ecological) linkage is provided under the (future) more detailed planning stages.

7.57pm Cr Corke returned to the meeting.

Proposal

On 7 July 2023, the Western Australian Planning Commission (WAPC) commenced advertisement of a 'Major' Metropolitan Region Scheme (MRS) amendment, that seeks to remove the remaining unconstructed portions of the Roe Highway 'Primary Regional Road' (PRR) reservation, west of the Kwinana Freeway (commonly referred to as Roe 8 and 9).

In total, the amendment affects approximately 58.01 hectares of land, which is proposed to be rezoned/reclassified in the following manner (refer Attachment 1):

- 27 hectares from 'PRR' to regional 'Parks and Recreation';
- 29 hectares from 'PRR' to the 'Urban' zone;
- 0.5 hectares from 'Parks and Recreation' to the 'Urban' zone; and
- 1.51 hectares from the 'Urban' zone to regional 'Parks and Recreation'.

Background

The Roe Highway PRR has been identified in the MRS since it was first created in 1963. Its primary purpose was to be a controlled access highway providing efficient transport connections between Perth's outer Industrial areas and Fremantle Port.

Construction of Roe (and Reid) Highways as an outer ring-road servicing Perth's Industrial areas has steadily progressed over the subsequent decades, with Stage 7 (between South Street, Canning Vale and the Kwinana Freeway) and then the Murdoch Drive connection completed in early 2020.

Land clearing to facilitate construction of Roe 8 (between the Kwinana Freeway and Stock Road) as part of the Perth Freight Link (PFL) commenced shortly after but was halted in 2017 following a change of State Government.

Approximately 34 hectares of Roe 8, between North Lake Road and Bibra Drive was subsequently transferred from 'PRR' to regional 'Parks and Recreation' in August 2021, pursuant to the *Metropolitan Region Scheme (Beeliar Wetlands) Act 2021*.

A consequence of the *Beeliar Wetlands Act* coming into effect is the residual portions of Roe Highway (Roe 8 remainder and Roe 9), no longer directly connect to the Kwinana Freeway, preventing implementation of the PFL project.

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Much of the site is undeveloped land. Existing uses include residential, commercial buildings, outbuildings and recreation and parking areas for nearby schools.

Most land is owned or managed by State Government entities including Main Roads Western Australia (MRWA), the State of Western Australia, the State Housing Commission, and the Western Australian Planning Commission (WAPC).

Thirty-three properties within, or partly within, the site are privately owned or owned by commercial entities, including two properties by the Water Corporation. Some contain houses, outbuildings, or other improvements.

The City owns two properties within, or partly within, the site and has care and control of numerous local road reserves, some of which are large undeveloped land parcels resembling public open space. The City also manages three properties owned by the State.

Preliminary community and stakeholder engagement in relation to this proposal was undertaken by the Department of Planning, Lands and Heritage (DPLH), between October 2022 and January 2023.

An indicative land use Concept Plan was advertised by DPLH, which was refined based on the feedback received to inform this formal MRS Amendment proposal. The concept plan provides a vision of how the current PRR corridor could be repurposed to accommodate a mix of land uses (refer Attachment 2).

The concept plan does not bind the City (or any other planning entity) in terms of how the local planning framework is subsequently updated. In the absence of a more rigorously prepared District Structure Plan (or similar), it sets a vision the community will likely measure future proposals against and expect the City to deliver.

A number of improvements suggested by the City during the preliminary engagement process (refer Attachment 3) have been reflected in the latest concept, however there are notable exceptions as discussed in further detail below.

Submission

This MRS Amendment has been prepared by DPLH on behalf of the State Government. The proposal is accompanied by technical reports that include an Environmental Assessment Study, Bushfire Management Plan, and a high-level Transport Modelling Technical Note prepared by Main Roads WA.

The complete documentation can be sourced from the State Government website at: [MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 \(Removal of Primary Regional Roads reservation\)](https://www.wa.gov.au/government/consultation/mrs-major-amendment-1404/41-roe-8-remainder-and-roe-9-removal-of-primary-regional-roads-reservation) (www.wa.gov.au)



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Report

First and foremost, it must be stated that the City strongly supports removal of the PRR reservation from the MRS, and its replacement with region zones and reservations that:

- ensure the long-term preservation of large stands of environmentally (and locally valued) significant vegetation
- will facilitate highly desirable infill development in an ideal location to both reintegrate the long-divided Hamilton Hill community and ensure future State Governments do not attempt to recommence construction of the PFL.

However, as with any project of this scale and importance, it poses significant challenges that will largely become the City's responsibility to manage and resolve.

There are also potential improvements to better align with the City's aspirations for the area as discussed under the key headings below.

Environment

Whilst the State has not embraced the opportunity to create a wide continuous ecological link between the Bibra Lake Wetlands and the coast (out of caution a future State Government might reintroduce the Perth Freight Link through this area), the City is particularly pleased with the significant increase in the amount of land containing native vegetation included in regional 'Parks and Recreation' reservation.

The additions will see a further 6-7 hectares of remnant vegetation (taking the overall total up to 29ha), being transferred into conservation estate greatly assisting with ecological connectivity in the region.

As anticipated in the City's pre-referral response however, the Environmental Assessment Study confirms the best quality vegetation is located within the Stock and Forrest Road intersection.

The assessment confirms this area contains Tuart and Banksia woodland (both threatened ecological communities), that provide habitat to Quenda, Carnaby's Black Cockatoo and Forest Red-Tailed Black Cockatoos, all of which are protected under the federal *Environmental Protection and Biodiversity Conservation Act 1999*.

It has also been the subject of significant recent conservation investment as part of the Rehabilitate Roe 8 project.

In recognition of DPLH's repeated advice that land potentially affected by the future upgrade of Stock Road is beyond the scope of this proposal, it is recommended the City continue to encourage the rationalisation of this reserve, including removing the remaining portion of the former Hamilton High School reservation in a manner maximising the preservation of existing vegetation.

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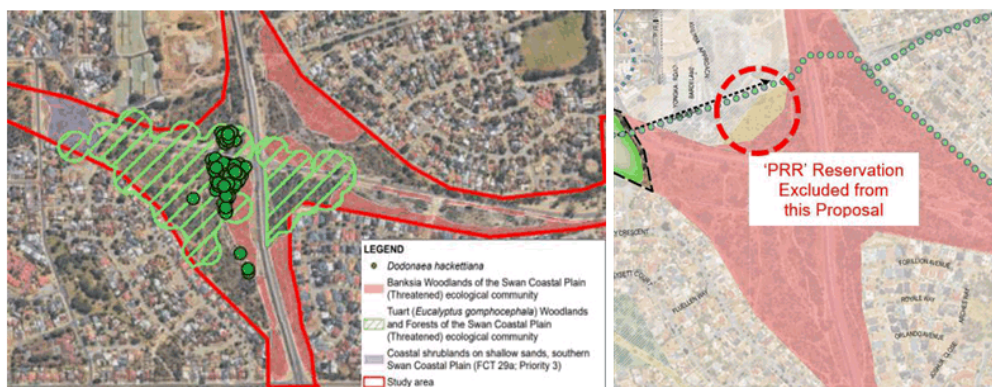


Figure 1 – Conservation Vegetation in Stock Road Interchange (& High School Reserve)

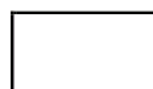
In addition, as part of the likely environmental offsets required to facilitate the future upgrade of Stock Road, the City should encourage the inclusion of a fauna overpass, potentially in combination with the future Stock Road pedestrian bridge.

Such an outcome would form an integral portion of the 'green-street' replacement biodiversity linkages shown on the indicative Concept Plan, consistent with the objectives of the Council endorsed *Natural Area Management Strategy (2012-2022)* and recommended actions of the *Manning Park Masterplan (2018)*.

A further improvement would be regional 'Parks and Recreation' reservation of Lot 1 Southwell Crescent. Owned by Development WA and currently zoned Urban (PFL #39 in TPS3), the environmental assessment indicates no notable difference in its environmental attributes to that being reserved as part of this proposal, and whose awkward shape will be difficult to develop in a bushfire safe manner without the introduction of an interface road (such as a realignment of Forrest Road through the current PRR reserve, as discussed later in this report).



Figure 2 – Potential Future 'Parks & Recreation' Reserve Expansion (Lot 1 Southwell Crescent)



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Heritage

The City supports protection of the State listed Randwick Stables (and a number of locally listed sites containing significant trees), via their proposed inclusion within regional 'Parks and Recreation' reservations, however no detail is included on the future management of those reserves.

In the absence of such detail, it would be prudent to advise the State not to assume that the City will automatically do so, and that it typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (including removal of any contamination) prior to transfer, to ensure it does not inherit significant liabilities.

Heritage Inventory		Description
#79	Randwick Stables	The Stables represent a strong streetscape value along Rockingham Road and the racehorse industry within the area. It represents a fine example of stables within an urban setting.
#109	Norfolk Island Pine and Palm Trees	The pines and palm trees are located just east of the Randwick Stables and assist in locating the stables. The species, height and shape of the trees are unique for its location which aids in its heritage selection.
#110	Hamilton Hill Tuart Trees	Best viewed from Healy Road in Hamilton Hill. The stand of remnant vegetation is unique in its context within metropolitan Perth and has likely been somewhat protected by the existing PRR reservation.



Figure 3 – Heritage Sites proposed for inclusion in a regional 'Parks & Recreation' Reserve

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Heritage Inventory		Description
#96	Tuart Tree	Located on Lot 59 Roe Highway this Tuart is unique for its location given its size, shape and context given it is on its own.
#117	Corridor of Significant Trees	The corridor of trees extends from west of Progress Drive, Bibra Lake to approximately the intersection of Southwell Crescent/Blackwood Avenue, Hamilton Hill.



Figure 4 – Significant Trees proposed for inclusion in a regional 'Parks & Recreation' Reserve

Furthermore, the City acknowledges that despite their exclusion, the following locally registered sites will still be afforded a level of protection under the local planning framework and are likely to be used for purposes best suited to an 'Urban' zoning.

Heritage Inventory		Description
#27	Johnson's Stables	The building is a fine example of a rural use constructed with locally sourced materials. The buildings are owned by MRWA but are still used as stables.
#42	Former Council Offices	The building was originally used by the former Fremantle Roads Board, who governed Cockburn prior to the creation of the Cockburn District Roads Board in 1955. The buildings are owned by MRWA and leased out for private commercial purposes.

In the case of Johnson's Stables, it's important to remember despite what is shown on the indicative Concept Plan, the City is still able to seek their inclusion within a local 'Parks and Recreation' reserve as part of the local rezoning and/or structure planning processes.

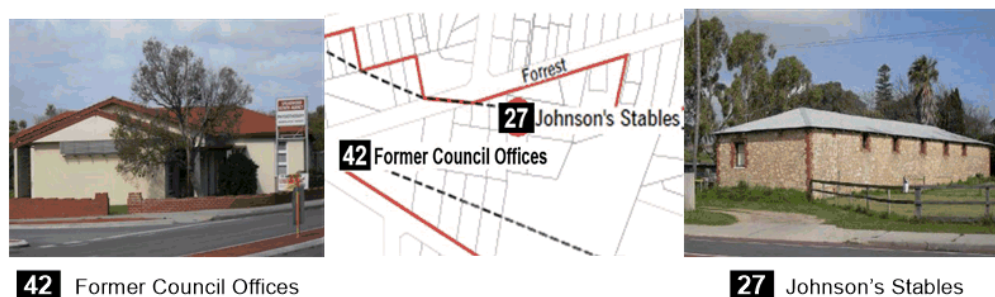
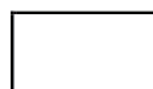


Figure 5 – Local Heritage Sites proposed for inclusion in the 'Urban' Zone



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Aboriginal Heritage

Another missed opportunity is how the proposal deals with the recent investigation and State Aboriginal Heritage registration of the Hamilton Hill Swamp Precinct.

Heritage Inventory		Description
#113	Hamilton Hill Swamp Precinct (Aboriginal Heritage Place 18332)	<p>The Hamilton Hill Swamp precinct holds several significant historical and cultural elements. It is thought to be a significant Aboriginal burial and location for corroborees and a site of significant contact and meetings between Aboriginal people and European settlers.</p> <p>It is also the site of the first writing and publication of the <i>Fremantle Gazette</i>, is associated with early European settlers of the district and potentially the location of Perth's first vineyard planted by Edmund Stirling.</p>



Figure 6 – Map of the Hamilton Hill Swamp Precinct (highlighting Key Site Features)

Whilst the current proposal does now include reservation of Lot 52 Rockingham Road (a small strip of land outside of the existing PRR fronting Rockingham Road – refer **Figure 7**), the State has resisted the opportunity to include the balance of the registered site within an expanded regional 'Parks and Recreation' reservation.

When queried, the City was advised this is largely due to a lack of environmental analysis of the full site (in particular, Clontarf Hill and the land south of Rockingham Road).

Rather than risk delaying finalisation of the current proposal, instead the City should encourage the State to rectify this situation (at the earliest opportunity) via a separate, subsequent MRS Amendment.

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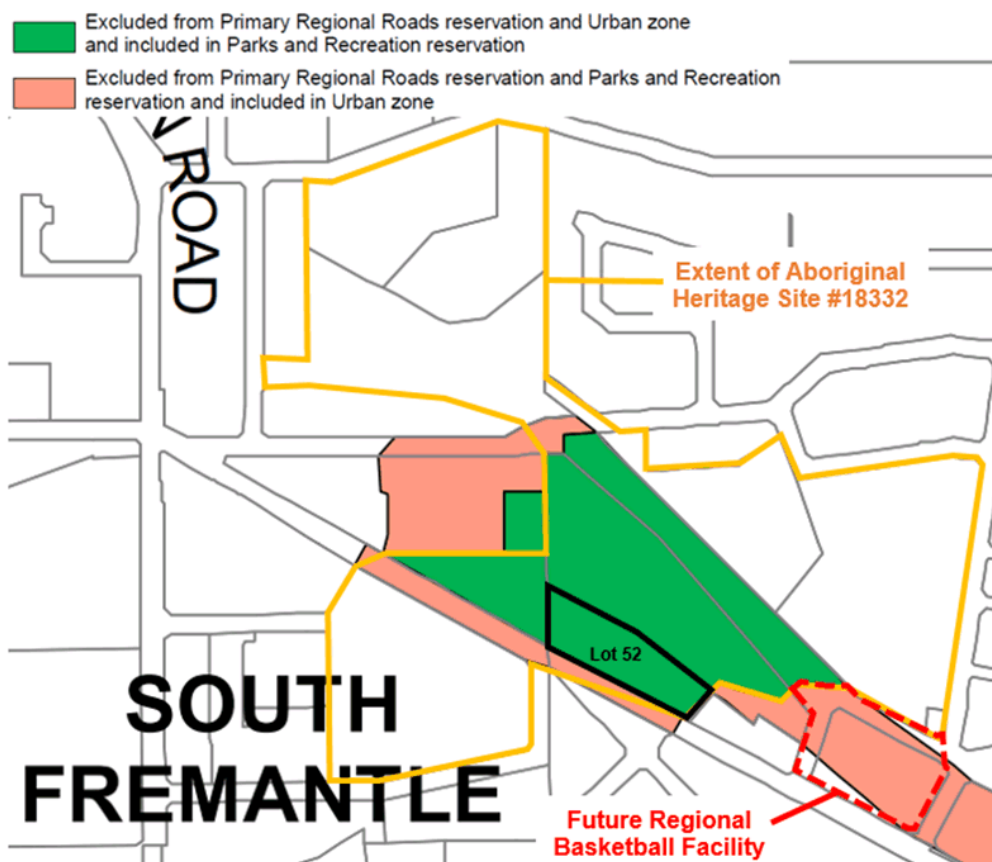


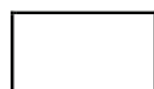
Figure 7 – Proposed MRS Amendment Plan Extract (with Potential Expansion Areas Overlaid)

Regional Recreation

The Aboriginal Heritage listing of the Hamilton Hill Swamp precinct poses a significant restriction on the City's proposed redevelopment of the Wally Hagan Basketball Stadium.

Even if redevelopment was contained to within the existing footprint of the facility, it would seriously curtail the ability to resolve existing access and parking issues associated with the site before any consideration is given to the need to modernise and expand the facility.

Whilst the Concept Plan recognises the City's desire to address these issues by pushing the building forward towards Rockingham Road, given its regional function (the catchment for which extends well beyond the boundaries of Cockburn), the City should reiterate its request that the land be included within a further expansion of the regional 'Parks and Recreation' reserve (as depicted on Figure 7).



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As outlined in the City's earlier response, such a reservation would be consistent with most other State League basketball centres across the metropolitan area.

Transport

The greatest impact of this proposal on the City, will undoubtedly be on its local road network. For decades the City has planned, invested and maintained its road network on the basis Roe Highway will ultimately be delivered.

As per the City District Traffic Study documents produced in 2006 and 2013 (Uloth and Associates) and again in 2016 (Arup), and the preliminary modelling contained within its 2023 (SMEC) review, removal of the Roe Highway PRR is expected to have a significant and detrimental impact to the City of Cockburn local road network. Likely transport impacts Council should be aware of include:

- A marked increase in motorists electing to 'rat-run' alternate streets to avoid congested road network's locations
- An increased percentage of HEAVY vehicle traffic utilising local road network to navigate to businesses
- Decreased productivity of vehicle movements within the transport network causing an increase in costs to local residents and businesses
- Additional serious accidents on the local network as result of roads not being designed to cater for these additional volumes (with the subsequent resource and financial burden of treating these accident sites falling to the City)
- Increased land acquisition, maintenance, and renewal costs due to the local road network experiencing higher traffic volumes (not previously anticipated or planned for)
- Associated environmental costs, including an increased likelihood of needing to remove mature street trees, fund environmental offsets, and increased traffic noise and vehicle emissions experienced by local residents
- Reputational damage through media attention as result of each of the above.

The City estimates the potential financial burden of undertaking the necessary road network upgrades, increased maintenance, and road renewal across the Long-Term Financial Plan (LTFP) window, could easily be in the vicinity of \$50-100M.

These requirements are not currently considered in the LTFP and would drive the need for additional funding and resources to resolve.

Of significant concern therefore, is the absence of an appropriately detailed Transport Impact Assessment (consistent with DPLH's own [Transport Impact Assessment Guidelines \(Vol.2\)](#), that properly measures the impact of removing the regional road (and associated principal shared path), or the additional development it will facilitate.

Instead, the proposal is accompanied by a short Technical Note prepared by MRWA, based on key assumptions not previously discussed or tested with the City despite the significant work it has advanced through the review of its District Traffic Study.

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These assumptions include:

- All assessments being based upon a 2041 planning horizon (instead of 5-year intervals measuring the gradual impact)
- Stock Road being upgraded to a Freeway Standard (three lanes in either direction inclusive of grade separated interchanges between South Street and Rowley Road), without any current commitment by the State to deliver the Stock Road upgrade by this time
- The absence of a comparative scenario modelling the volumes with, and without, the full construction of Roe Highway (inclusive of the full former portion of Roe 8) between Cockburn Road and Kwinana Freeway
- Deferred consideration of the volumes of any resulting development based on the anticipated outcomes of this proposal, to updating of the local planning framework.

This is unusual and inconsistent with what would be required of any developer instigated MRS Amendment proposal (prior to initiation).

In the absence of advancing its own technical studies this denies the City the opportunity to use that information to make informed recommendations or decisions to ensure impacted road corridors are appropriately treated.

It is important to understand the impacts at a district level will be felt somewhat differently to those at a local level.

Whilst the broader network may 'cope' with the change given alternate upgrades, those immediately adjacent to the Roe Highway Corridor and on nearby alternate routes will experience a noticeable change in vehicle volumes, with many doubling before and after the change.

Again, whilst a local road may 'cope' with these volumes from a technical viewpoint, the City must consider the reasonableness of this proposition when responding.

On this note, it should be acknowledged even under the MRWA modelled parameters, consistent with the City's predictions, the Technical Note identifies volumes on some existing roads rising to a level well beyond those recommended in Liveable Neighbourhoods (LN), resulting in localised congestion, traffic safety and amenity impacts on the residents of nearby dwellings during peak periods.

This is best evidenced along Forrest Road between Carrington Street and Blackwood Avenue, where volumes are forecast to increase from (west to east) between 6,400 - 6,800 vehicles per day (vpd), up to between 10,000 - 12,000 vpd.

For context, under LN, this would elevate the road from a 'Neighbourhood Connector' to an 'Integrator B' road classification, for which the following typical cross-section would apply:



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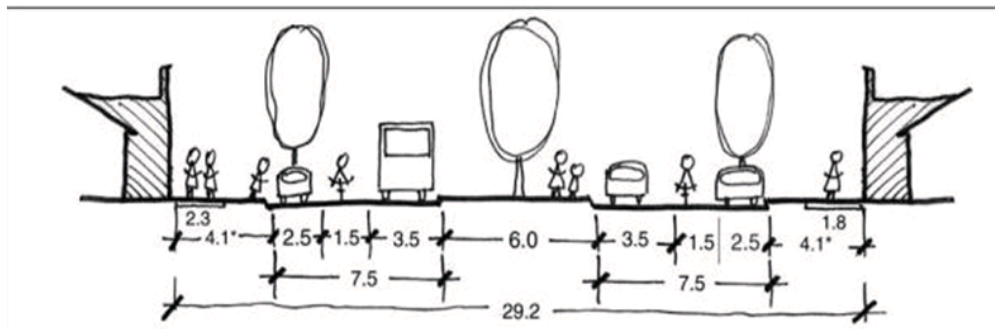


Figure 15: Integrator B – outside centres – 60 km/hr (up to 15 000 vehicles per day - see note 2).

Two lanes, central median, buses, cycle lanes and parking. Development fronting, forward vehicle exiting.

Note: 1. Central median may be reduced along sections where right-hand turn lanes are not required.

2. Traffic volumes up to 20 000 vehicles per day may be acceptable provided that detailed design addresses intersections, parking, access and bus movement (table 1).

3. The 6.0 m median is required for staged vehicle crossings and for clearance to trees.

4. The 2.5 m parking bays may be indented into the verge. If parking is indented, then the verge may be increased to 5.5 m minimum including parking, and reserve width may be decreased as a result, to 27 m.

* Where a wider shared path, extensive street furniture or provision for reversing into parking lane is required, the verge width will need to be widened. Typically verges may be up to 4.5 m and total reserve width 30 m.

Figure 8 – Liveable Neighbourhoods – Typical Cross Section (Integrator B Arterial Street)

At present Forrest Road is 20.5m in width (between 3.5-8.7m below the LN suggested width, depending on whether a reduced median and indented parking embayments are included – refer Notes 1,3 and 4 of Figure 8).

It also provides direct property access (in most instances without the ability for vehicles to safely exit the property in a forward motion), and has numerous local road intersections (allowing for right hand turning movements).

Based on the MRWA Technical Note provided and the City's various District Traffic Study outcomes, other City managed roads (highlighted on Figure 9) where impacts are expected to be noticed include:

- Cockburn Road – necessary upgrades (currently MRWA responsibility) are not budgeted and may subsequently be deferred to the City
- Rockingham Road – volumes will exceed those recommended for an undivided road, with insufficient reserve width to feasibly upgrade the road. Existing road safety and pedestrian issues along corridor may therefore increase
- Carrington Street – volumes will exceed those recommended for properties with direct fronting access, meaning existing road safety issues may increase
- Winterfold Road, Phoenix Road, Berrigan Drive, Beeliar Drive & Russell Road – increased reliance on these regional east-west connections means existing road safety issues and congestion will worsen

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- Farrington Road – another regional east-west connector dealing with significant traffic volumes whose existing road safety issues and congestion will worsen. Widening of this corridor will be problematic due to adjacent regional reserve
- North Lake Road and Spearwood Avenue – regional north-south connectors to the above east-west connections, already dealing with significant traffic volumes, meaning existing road safety issues and congestion will worsen
- Southwell Crescent – depending on the form of the future intersection of Forrest to Stock Road, volumes may increase significantly to support local movements. The existing reservation is inadequate to allow realignment of the intersection of Blackwood Avenue and Forrest Road
- Blackwood Avenue – despite recent traffic calming to deter behaviour and pacify current vehicle movements, it remains a local 'rat-run' with fronting residential property
- Coolbellup Avenue – due to increasing congestion on Winterfold and Forrest Roads, it will likely become another problematic 'rat-run' route
- Sudlow Road – likely road safety and congestion issues at its intersections with Phoenix Road and Spearwood Avenue
- Gwillam Drive, Progress Drive, Bibra Drive and Hope Roads – local routes likely to experience significant volume increases due to providing alternative routes to the regional network during peak congestion periods.

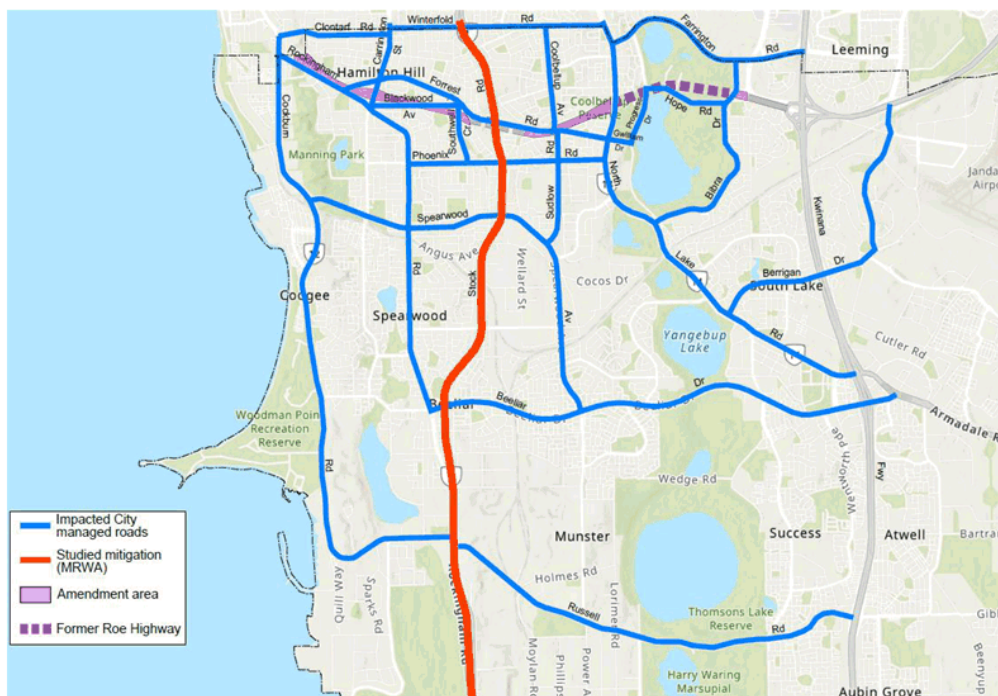


Figure 9 – City Road Network Requiring Compensatory Upgrades



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In the interim, in recognition of the State's consideration none of the above represent a fatal flaw to removal of the PRR reservation, to maximise the City's options to best mitigate these impacts the following modifications are recommended:

-

Of importance, there is very little vegetation contained within the affected land, the most significant being one large Tuart tree, whose preservation can be accommodated via other means, and is already afforded a level of protection by virtue of its inclusion on the City's Significant Tree Register (Heritage Place #96).



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2. Consistent with the State's intention to make clear this proposal does not involve closing the intervening portions of Southwell Crescent and Forrest Road, rather than match the existing 20m reservation width, widen the urban zone to simplify the subsequent processes involved in the likely need to upgrade both roads as important local linkages.

Given the absence of any fronting development on these sections, a 25m reserve width would be appropriate, and appears capable of implementation without disturbing any of the works undertaken via the Rehabilitate Roe 8 Project.



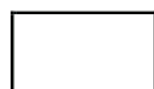
Figure 12 – Recommended Urban Zone Widening for Future Local Road Upgrades

Furthermore, in recognition of the State's repeated advice it is beyond the scope of this proposal, it is recommended the City continue to encourage PRR reservation of the constructed deviation of Roe Highway to Murdoch Drive via a separate subsequent MRS Amendment proposal.

Inclusive of the bridge across Farrington Road, this route clearly serves a broader regional function and is a form of road infrastructure beyond what the City is reasonably able to or typically accepts as its responsibility to maintain.



Figure 13 – Recommended Future PRR Reservation – Roe Highway Deviation to Murdoch Drive



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Alternative Transport Opportunities

Of note, the current proposal will likely negate any future opportunity to explore a passenger rail or mid-tier transport route along the former PRR reserve.

Again, whilst it would have been preferable for the State to investigate this opportunity (notionally foreshadowed in the Sub-Regional Planning Framework – refer **Figure 14**), as part of a more detailed Transport Impact Assessment that accompanied this proposal, based on the:

- City's own previous preliminary route considerations
- recommendations of the ARUP led local government consortium
- current work by the Metronet led Mid-Tier Transport Planning Project;

it is reasonably safe to assume such an alignment (in particular, any heavy rail through the Bibra Lake wetlands) would be highly unlikely to eventuate.



Figure 14 – Extract from the Sub-Regional Planning Framework

In terms of the regional cycle network, the City is supportive of the Concept Plan's suggested creation of a continuous cycle/pedestrian route through the area (inclusive of complementary improvements to the local network).

However, similar to the notion of creating a local road connection between Carrington Street and North Lake Road, it is likely the City would seek to deliver a more direct connection with the recently completed Hope Road Shared Path (between the Kwinana Freeway and Bibra Drive) at its eastern end.

As advised in the City's earlier response, such an outcome would better align with the aspirational connections identified on the Council endorsed Department of Transport's Long-Term Cycle Network for Perth. It might also form the backbone of the replacement 'green-street' biodiversity link discussed earlier in this report.

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Concurrent Local Scheme Rezoning

When zoning land 'Urban' via a Region Scheme Amendment, s.126(3) of the *Planning and Development Act 2005* affords the WAPC the ability to concurrently rezone land to a 'Development' (or similar) zone under the local planning scheme.

Contrary to the City's earlier request a 'Development' zone be adopted across the resultant Urban zoned portions of this proposal, this has been resisted by the WAPC, who prefer the City consider the more immediate transfer of unconstrained land to another zone or reserve via a separate local scheme amendment process.

Whilst the desire to streamline the development process over certain areas is understandable, it ignores the very strong likelihood that for a significant period (between the MRS and TPS Amendment gazettal dates), all the land being transferred to the 'Urban' zone would become unzoned ('No Zone') under TPS3.

A highly undesirable consequence of this outcome would be the absence of any guidance on what the land could be used for, associated local development controls, or delegation to City Officers to determine any development application submitted (i.e. every application would need to be determined by Council or where triggered, a Development Assessment Panel).

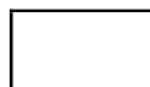
Given some of the land is already in private ownership, and DPLH have advised it is unable to control or advise how, who by and via what means the various government landholdings will be consolidated and/or disposed of, this presents a significant development risk to the City (and surrounding community).

Noting s.124(3) of the *Planning and Development Act* only requires the City to 'initiate' a proposal within 90 days of gazettal of the Region Scheme Amendment, it is recommended that in the interests of proper and orderly planning, with exception to the isolated portions of existing road reservations (which in future will be reserved as 'Local Roads'), the City reiterate its earlier request for concurrent 'Development' rezoning as an interim step in the local scheme rezoning process.

Importantly, this won't preclude the City from approving minor development applications on existing landholdings, however where large portions are transferred into private ownership (or government agencies seek to develop them for their own purposes), it makes clear the expectation for a coordinated development outcome to be delivered prior to any major development applications being submitted for determination.

It would also ensure consolidated areas largely already in government ownership, containing old building stock due for renewal, on large lots, in prime locations (such as the Cardigan Street precinct example cited in the MRS Amendment Report), do not result in a continued proliferation of battle-axe subdivision to the detriment of the established character of the City's former revitalisation areas (such as Hamilton Hill and Coolbellup).

To address the WAPC's desire to simplify the local planning process, at the same time it should advise it of the intention to initiate a complementary local scheme



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amendment that may refine the extent of the Development Zone in appropriate circumstances.

Formalising the existing Mixed Business zones fronting Rockingham Road, zoning the newly 'Urban' zoned land in Bibra Lake (Residential – R30), or formalising the lease areas of existing schools are potential examples where this might occur.

Similarly, to ensure future development appropriately integrates with (and maximises the redevelopment opportunities of) surrounding landholdings, the City should reiterate its intention to introduce Special Control Areas (as opposed to a Development Zone), to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), and of the City's expectation the major landowners within the identified precincts will be primarily responsible for the future structure planning of the resultant Urban/Development zoned land.

Based on the broad vision expressed in the indicative Concept Plan provided, the inclusion of fringing areas will be essential in ensuring important interface outcomes, such as:

- appropriate surveillance, via dwelling orientation and permeable fencing of adjacent development (already coded to allow additional dwellings), such as where adjacent new local roads or POS reserves (e.g., Wheeler Road)
- improved integration / completion of the local road network (e.g., Hyam and Ahern Streets)



Figure 15 – Examples of Fringing Areas befitting Integrated Structure Planning

- the integration of existing commercial businesses (e.g., the Mixed Business zoned former Council Buildings)

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Figure 16 – Example of Fringing Areas that warrant Integrated Zonings

- the coordinated delivery of the suggested 'green-streets', cycle path (and other transport infrastructure improvements), which includes connections extending well beyond the existing PRR reserve.

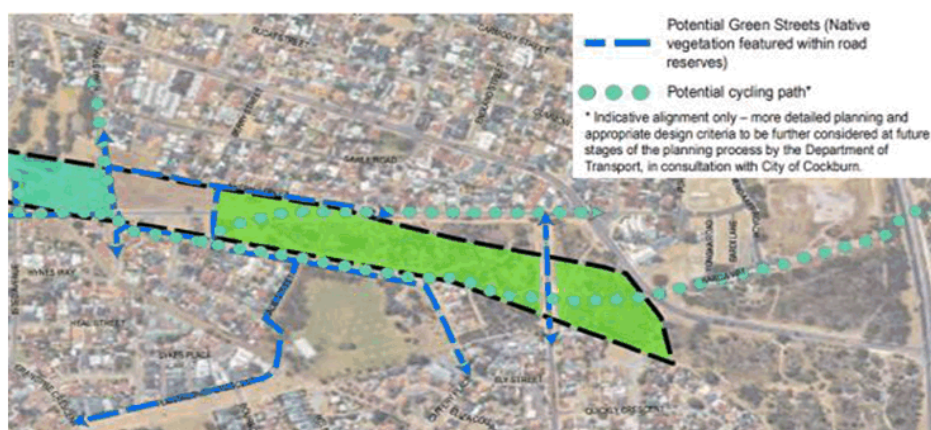


Figure 17 – Infrastructure Delivery that would Benefit from Coordinated Structure Planning

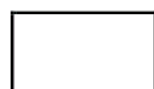
Indicative Concept Plan

Last, but not least, despite the disclaimers clearly marked on each of the concept plans, to manage community expectations it is important the City take this opportunity to point out key elements of the plans that may not be encouraged or pursued as part of the subsequent local planning processes.

A key example is the amount and location of the local open space network depicted.

Whilst the City is pleased its suggestion to increase the size of Wheeler Park to maximise options for its future use has been depicted, other portions seem to be arranged purely based on existing vegetation of relatively low environmental value.

One such example is the local open space backing onto the Wheeler Road properties which based on the Environmental Assessment provided, includes just one isolated Tuart Tree within a completely degraded stand of vegetation.



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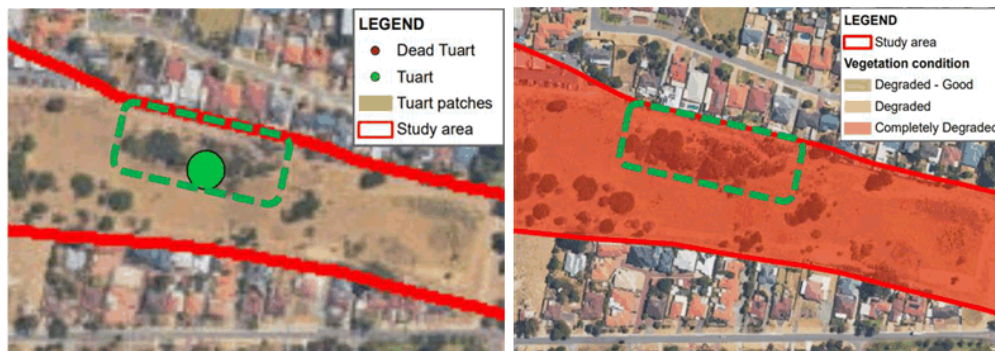


Figure 13 – Example of Uncertain Local POS Provision

Whilst the City has no desire to see this tree removed, its retention within a local reserve of the size shown does not necessarily represent best value for the limited amount of public open space it can seek through the local planning process.

Furthermore, based on a cursory assessment of the indicative concept plan, it is noted that the amount of local POS shown (approximately 3ha) is likely to be well above the typical 10% requirement (even inclusive of integrated drainage).

This is before the gross subdivisible area is further reduced (as expected) by virtue of developable land being taken up by school expansions not currently depicted on the concept plan, which are typically excluded from local open space calculations.

It is extremely important therefore, that the community note (or be reminded) of the highly conceptual nature of the plan, and that in the absence of:

- any commitment by the State to 'gift' a greater area
- the City purchasing additional open space (via cash-in-lieu or other means)
- establishing a Developer Contribution Scheme of some kind

the size, location and use of the local open space shown could significantly change via the subsequent local planning process.

Strategic Plans/Policy Implications

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Protection and enhancement of our natural areas, bushland, parks and open spaces.

Community, Lifestyle & Security

A vibrant healthy, safe, inclusive and connected community.

- Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

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City Growth & Moving Around

A growing City that is easy to move around and provides great places to live.

- An integrated, accessible and improved transport network.

Listening & Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

The proposal poses significant future financial implications on the City as discussed in the body of the report.

Of immediate impact is the need to fund the preparation of a more detailed Transport Impact Assessment that properly considers the broader transport implications of the proposal, as expected to be required as part of the local scheme rezoning process.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Region Planning Scheme) Regulations 2023*

Community Consultation

Initiated prior to the 1 August 2023 commencement of the *Region Planning Scheme Regulations* (and consequential adjustments to the *Planning and Development Act*), the proposal has been processed as a 'Major' Amendment.

Under former Part 4, Division 3 s.43(3)(f) of the Act, 'Major' Region Scheme Amendments are advertised for a minimum period of 90 days, and at submitter's request, are followed by Public Hearings (typically held 4-8 weeks after advertising). Information gathered at hearings are summarised and included in a Report on Submissions subsequently considered by the WAPC and Minister for Planning.

A decision on whether public hearings will be held for this proposal will be made by the WAPC following completion of the current advertising period (which closes on Friday 6 October 2023).

It is recommended that Council request the opportunity for Officers to go before the WAPC to present its position and respond to any technical queries they may have.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal. It is considered the officer recommendation is appropriate.

If the Amendment is approved by the Minister for Planning, the greatest risk to the City is the significant cost involved in retrofitting the local transport network to adjust.



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If the Amendment is refused (or ultimately doesn't take effect due to a notion of disallowance made by either House of Parliament within 12 parliamentary sitting days after it has been signed off by the Governor of Western Australia), there is a risk that a future State Government may decide to construct this section of the former Perth Freight Link.

Such an outcome would be contrary to Council's long-stated position not to support its construction.

If Council does not make a recommendation on the matter, any concerns that the City may have in regard to the MRS zoning will not be taken into consideration by the department. The City has received an extension with the City's due date for comments being 6 October 2023.

Advice to Proponent(s)/Submitters

N/A

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

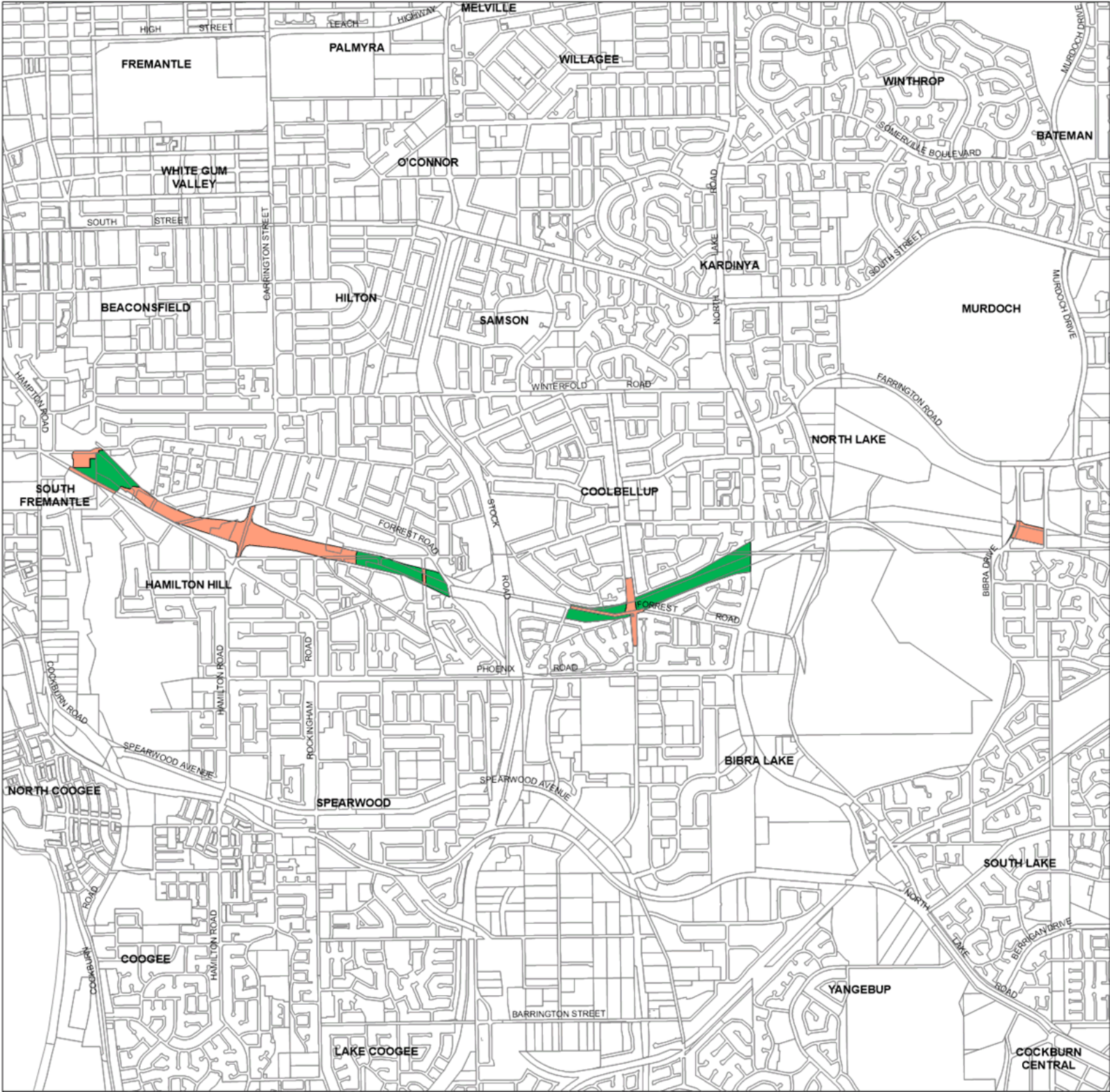
Nil.

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3.2807



Minister's consent to public submissions being sought

Signed for and on behalf of the
Western Australian Planning Commission

Minister for Planning

An officer duly authorised by the Commission
pursuant to section 24 of the
Planning and Development Act 2005
for that purpose in the presence of :

Approved

Witness

Governor

Date

Date

Metropolitan Region Scheme

Amendment No. 1404/41

Legend


Excluded from Primary Regional Roads reservation and Urban zone
and included in Parks and Recreation reservation

Excluded from Primary Regional Roads reservation and Parks and Recreation
reservation and included in Urban zone

N

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Western
Australian
Planning
Commission

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detail plans: 1.6479, 1.6498 - 1.6502, 1.6513

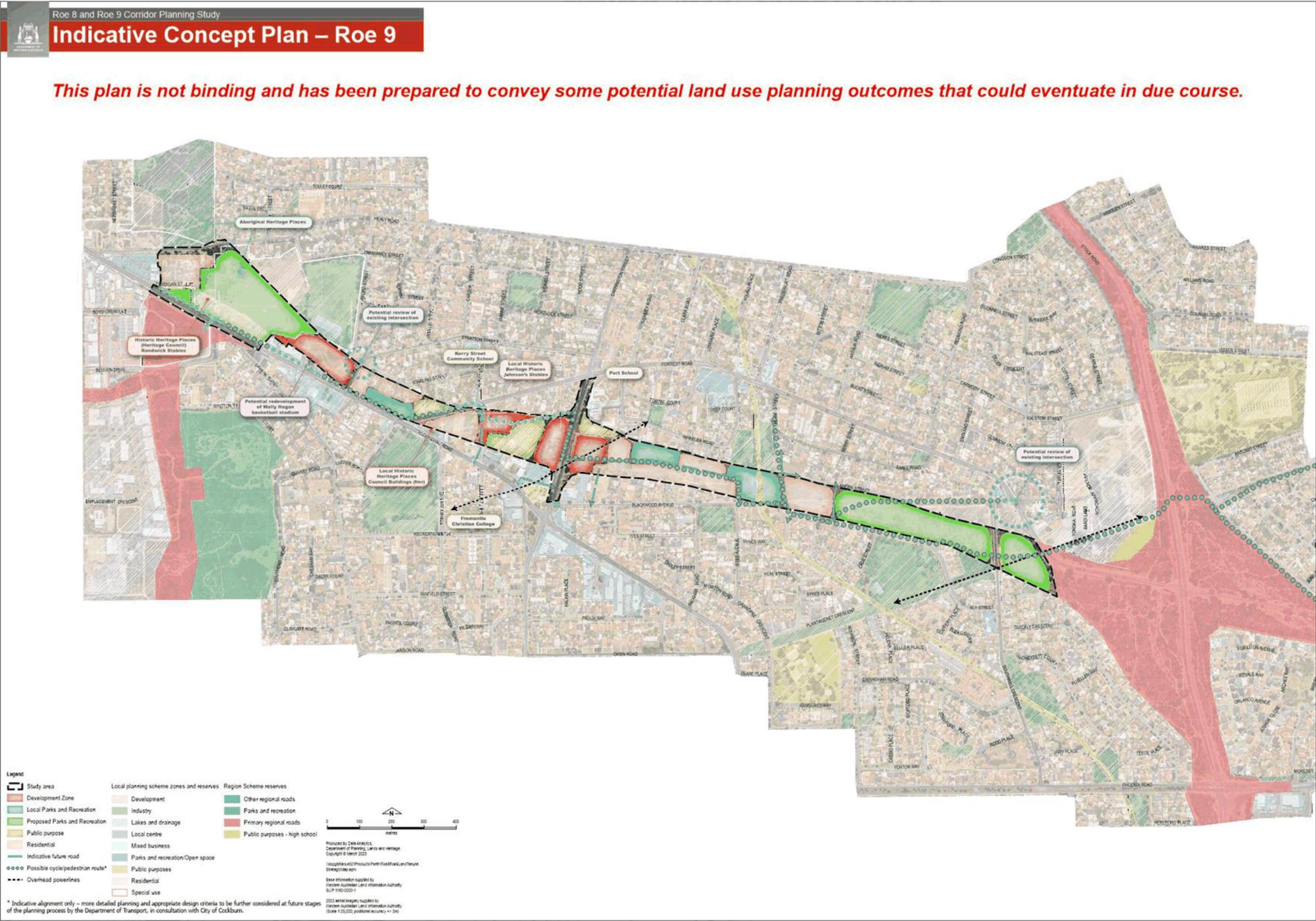
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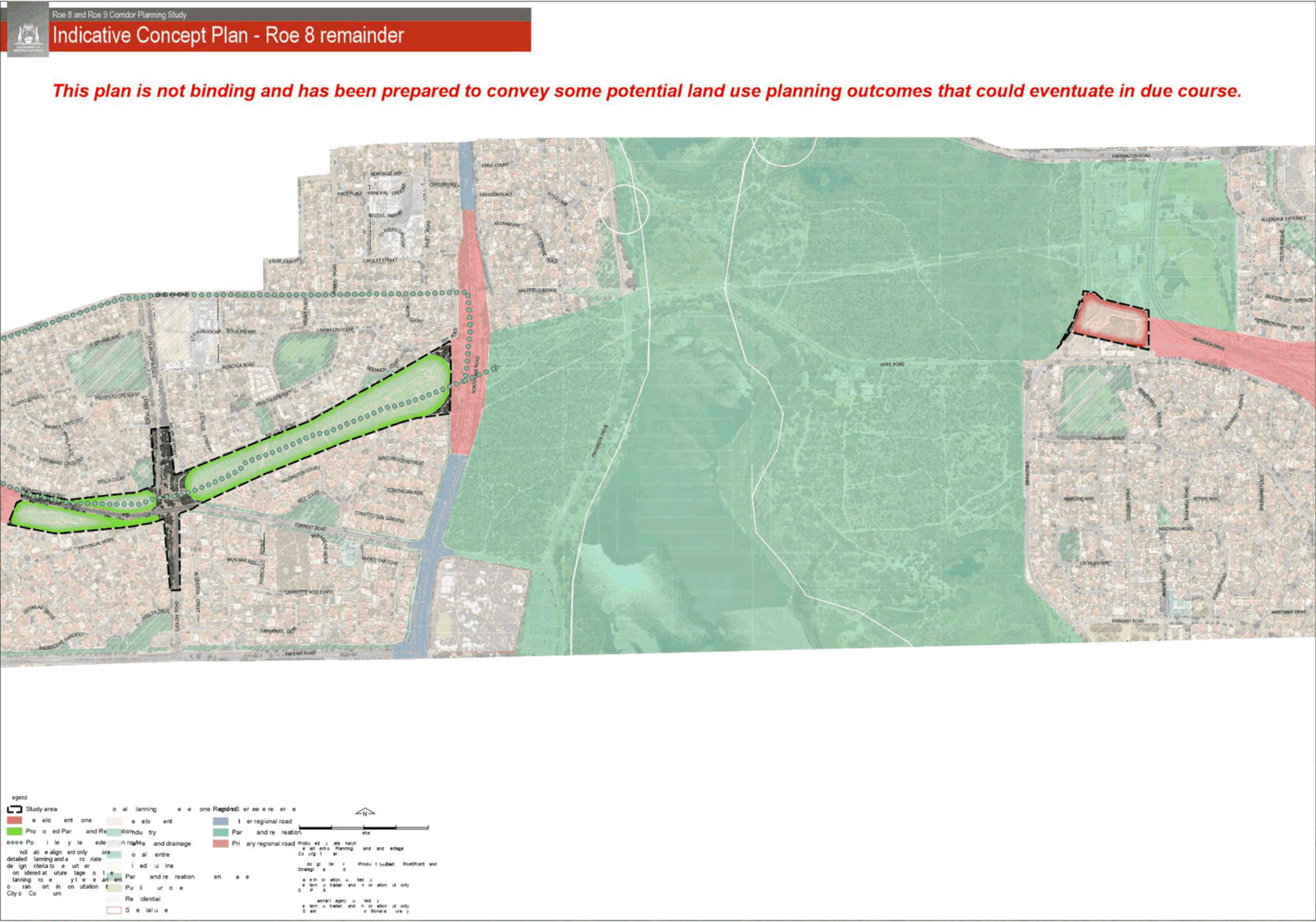
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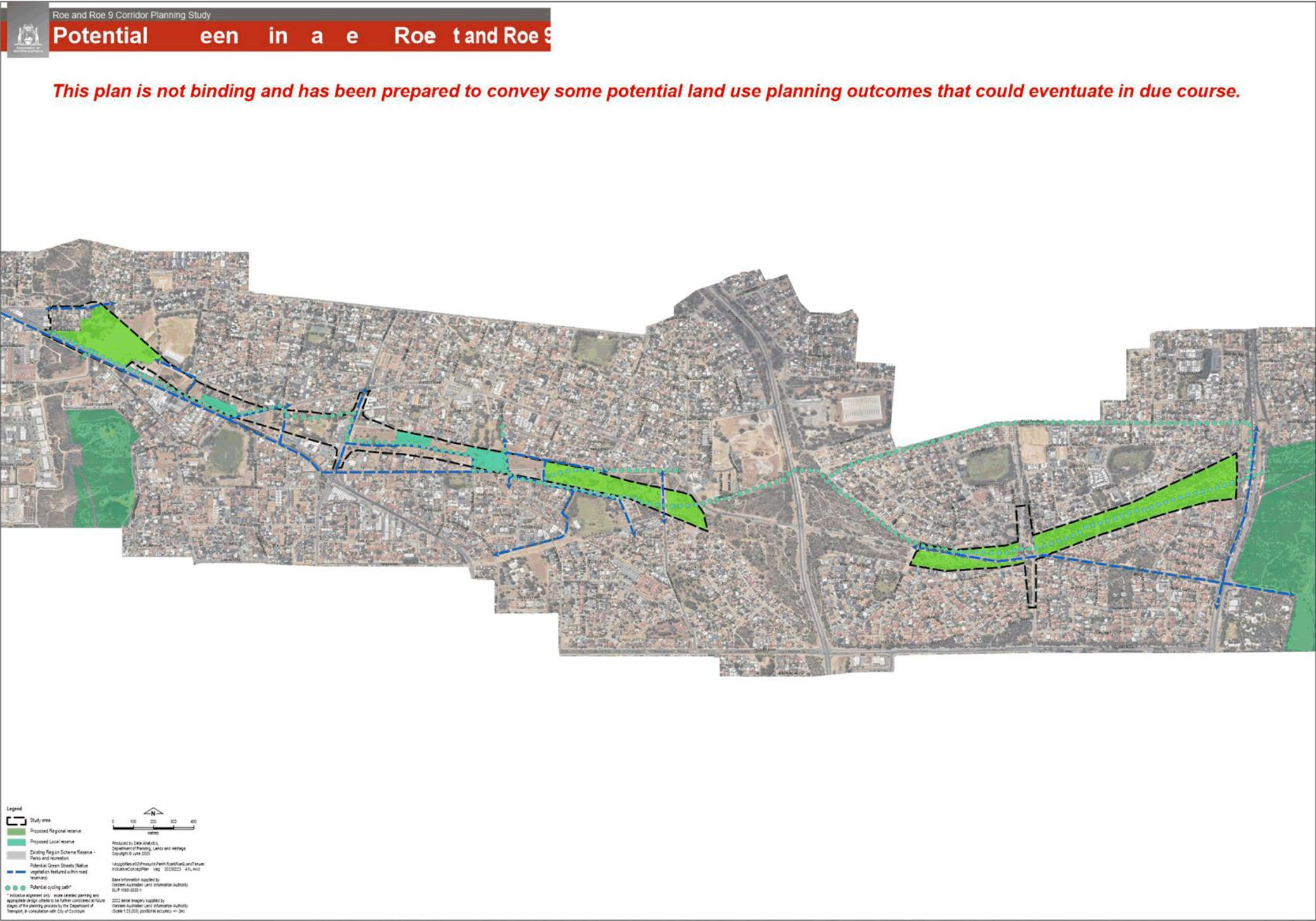
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Item 14.1.2 Attachment 3

Enquiries: Strategic Planning – 9411 3505
Our ref: 105/001 & 110/232



10 January 2022

Western Australian Planning Commission
Locked Bag 6
PERTH WA 6001

Dear Sir/Madam

Roe 8 (West) and Roe 9 Corridor Planning Study – Draft Concept Plan

Thank you for the opportunity to review and provide comment on the draft Concept and Amendment Plans the Department has prepared to inform the preparation of a future Metropolitan Region Scheme (MRS) Amendment seeking to remove the existing Roe Highway Stage 8 (west) and Stage 9 reservations.

The City strongly supports the preparation of such an Amendment but has identified various matters that could be improved or may require further consideration prior to commencement of the formal MRS Amendment process. These items are discussed under the headings that follow.

Please note that the following advice constitutes officer level technical advice only prepared during the initial consultation period. Council's position of the proposal will be expressed during the formal advertising period.

Anticipated Future Planning Process

The City welcomes Minister Saffioti's recent statement about the State Government taking a more active role in leading District Structure Planning and suggests that this project is a perfect opportunity to do so.

The process would greatly benefit from State Government preparation of a more thoroughly considered Master Plan or District Structure Plan for the area, that includes consideration of the opportunities removal of the reservation provides for adjoining land beyond the current reservation boundaries, ahead and to inform the MRS Amendment process.

In the absence of such guidance, the City currently anticipates the following process in terms of updating its Local Planning Framework to reflect the outcome of the draft MRS Amendment as currently proposed:

9 Coleville Crescent, Spearwood WA 6163, PO Box 1215, Bibra Lake DC WA 6965
T: 08 9411 3444 E: customer@cockburn.wa.gov.au
W: cockburn.wa.gov.au ABN 27 471 341 209

1. Concurrent reclassification of the former road reservation to the 'Development' Zone under the City's Town Planning Scheme No.3 as part of the MRS Amendment process;
2. Upon substantial advancement and/or successful completion of the MRS Amendment, City initiation of a Local Scheme Amendment that proposes the creation of a series of Special Control / Development Areas that require the preparation of Local Structure Plans over select precincts, that may extend beyond the boundary of the former Regional Road reservation;
3. That the majority landowner within each precinct be responsible for the preparation of the local structure plan required within each Development Area, with the City assisting to facilitate this process.

To inform the process for the area straddling the existing Carrington Road reservation, the City is in the process of commissioning advice regarding the potential suitability of consolidating existing commercial activity in and around the Carrington Street area. The purpose of this work is to consider whether in combination with the existing community, education and public transport interchange, the area might form the nucleus of a new activity centre, at the heart of a reconnected Hamilton Hill locality.

Supporting Traffic Documentation

At present the proposal is lacking key informative / supporting documentation. Of particular importance is the need for accompanying Transport Analysis to allow the City (and others) to consider the consequential impact of removing the primary regional road reservation on the surrounding transport network.

As a minimum, it is suggested that both a District Transport Model Update (in conjunction with the City) be prepared, in addition to disclosure of the presumed Main Roads WA Regional Model update, that demonstrates where the planned transport volumes will redistribute if they are beyond the District boundary.

This will allow impacted parties the opportunity to negotiate suitable outcomes where the transport functions and costs of these are shifted from the proposed State Road network to the local road networks, which may require significant amendment to their function given earlier planning decisions made on the basis of the existing corridor.

Maintaining an adequate level of service within the local road network and ensuring public safety cannot be achieved by sporadic improvements to the road network, it requires a more strategic approach. Some of the key considerations are discussed in the context of the current proposal below.

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1. Traffic Congestion

The City's [District Traffic Study Report 2018](#) shows several road links as exceeding their Volume Capacity ratio. This situation gets significantly worse as proposed options assume delivery of all projects included in the City's Major Roadworks list (pages 29-31).

Page 48 shows several roads marked as above capacity in 2031, such as Carrington Street, Winterfold Road, Farrington Road, and Cockburn Road. The necessary traffic modelling clearly needs to consider the impact on each of these roads.

Where environmental and heritage constraints do not allow improvements to the road network, improvements to alternative modes of transport should be considered. Examples might include a contiguous shared path and Tier 2 Public Transport route that roughly follows the existing Roe Highway reservation alignment. The impact of such alternatives in reducing traffic congestion, pollution, and crash rates should then be described in the traffic investigation report.

2. Road Safety

Of note, the current road safety record of the surrounding network is also concerning. For example, Carrington Street (that continues onto Hamilton Road) has seven (7) intersections flagged as Black Spots by the State for 2017-2021 period. It is expected that crash rates will increase due to activation of land uses that will attract additional traffic to the former Roe Highway corridor.

INTERSECTION NAME	TOTAL CRASH COUNT	CASUALTY CRASH COUNT
CARRINGTON ST & ROCKINGHAM RD & HAMILTON RD EAST	33	7
SPEARWOOD AV & HAMILTON RD	17	5
CARRINGTON ST & FORREST RD	16	2
CARRINGTON ST & CLONTARF RD	16	5
CARRINGTON ST & CARRINGTON ST & WINTERFOLD RD	8	2
HAMILTON RD & TROODE ST	6	0
CARRINGTON ST & BLACKWOOD AV	6	0

3. Support for Alternative Transport

In its current form, the concepts appear to do little in terms of considering responding public transport improvements, or the provision of infrastructure focussed on encouraging pedestrian and cycle transport modes. Potential options include:

- Utilising portion of the Roe 8 (West) reservation to accommodate a Principal Shared Path and dedicated Public Transport corridor; and/or
- Upgrading Forrest Rd (between North Lake Rd & Stock Rd) for a similar purpose.

Both of these options have a direct consequence on the draft MRS Amendment plan as currently shown, as it might involve refining the proposed 'Parks and Recreation' Reservation, and/or elevating the existing alignment of Forrest Road to an 'Other Regional Road' including allowance for future widening to accommodate the creation of a dual lane, divided carriageway to accommodate future district traffic needs.

Whilst ideal from a traffic connectivity perspective, it is suggested that accommodating a contiguous Neighbourhood Connector inclusive of shared paths and a public transport route within the Roe 9 reservation would raise serious concerns within the community. As a minimum however, a high-quality shared path should be accommodated, with connections to Rockingham Road, Hamilton Hill (including Hampton Road/Cockburn Road intersection) and the future creation of a complimentary North-South shared path within the BP pipeline corridor.

The [Long-Term Cycle Network for Perth \(arcgis.com\)](https://arcgis.com) map shows long term aspirational routes (out to 2050). Endorsed by Council in April 2020 ([OCM Minutes Item 16.1](#)), the plan identifies portions of the current reservation as a secondary Long Term Cycle Network route (between North Lake Road and Goodchild Park), and a separate local route between Cordelia Avenue and Carrington Street.

Completed in early 2022, the Hope Road Shared Path (between the Freeway and Bibra Drive) constitutes the first part of the secondary East-West cycle connection. Given the regional importance of this route, further investigation of a westward continuation of this path should form part of this project.

It is critical that connectivity for pedestrians and people on bicycles be improved so that the community is cohesive and not disconnected. On this note the City also has a comprehensive [Cycling and Walking Network Plan Oct 2018](#), that the Long-Term Cycle Network builds upon and which the City incrementally advancing as resources allow. An important component of this is the [Stock Road Pedestrian Bridge](#) which is still in the planning phase along with Stock Road duplication and shared path upgrades.

For completeness of understanding, and in the hope that the State will take a more active role in advancing a more comprehensive plan to accompany the MRS Amendment, the following tables discuss other transport and local connectivity issues that have previously been identified in the area that will require further consideration as part of this or the more detailed planning subsequently prepared for each area.

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Area of concern	Comment – Roe 8/9 specific area (Figure 1)
Rockingham Road future upgrade	Opportunity to improve safety of area by installing median and crossing points plus quality shared path on eastern side (reclaiming one lane to do so) Hampton Road to Phoenix Road
Cockburn Road alignment	Future delivery uncertain – removal is likely to have a significant impact on the future role/function of existing Cockburn Road (and resultant Cockburn Coast built form)
Rockingham Road & Leda Street	Pedestrian crossing to shops previously requested
Wally Hagan & Starling Street	Wally Hagan is long overdue for redevelopment – will require installation / upgrade of ACROD parking at that time Starling Street Leda Street intersection – will need to be upgraded when intersection is reviewed and/or changed
Forrest, Rockingham & Lucius Roads	Opportunity to create elongated roundabout, four-way intersection to reinstate right turn out of Forrest Road and improve local east-west connection to offset loss of Roe Highway.
Kerry Street Community School	Small community school for years K-6 – likely to require pedestrian improvements over time

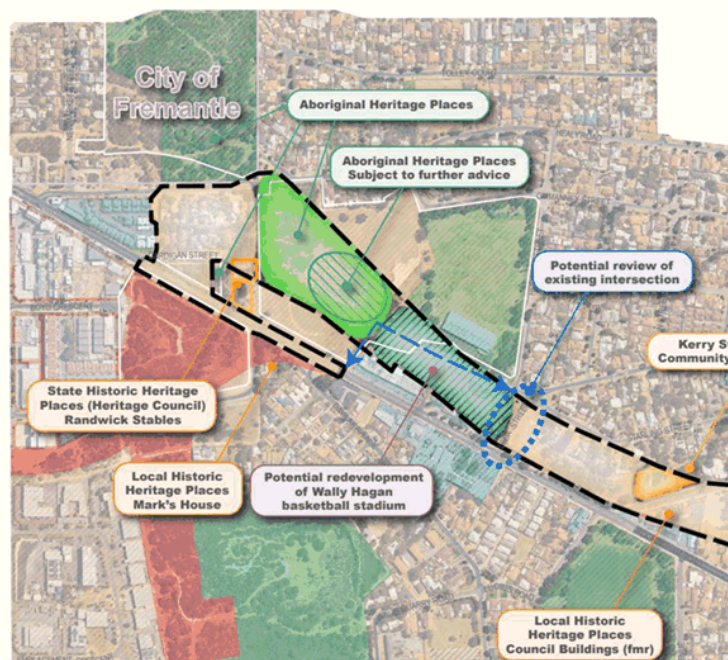


Figure 1

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Area of concern	Comment – Roe 8/9 specific area (Figure 2)
Rockingham Road future upgrade	Opportunity to improve safety of area by installing median and crossing points plus quality shared path on eastern side
Carrington Street & Rockingham Rd	Pedestrian and cycling access difficult – signals to be upgraded in future (see Forrest & Carrington signals below)
Fremantle Christian College	College is expanding further in future – Master Plan – Fremantle Christian College (fremantlecc.wa.edu.au) Caters for all years K-12. Active transport links required as well as public transport. Currently issues for students crossing the busy roads and intersections
Bailey Street to Kerry Street	New connections from Bailey Street to Rockingham Road to Forrest Road to Kerry Street at corner of Kerry Street School and Fremantle Christian College (in particular 4-way intersection) require further testing.
Port School	Small independent school Year 8 – 12. 140 students plus Early Learning Centre (6 weeks to 3 years) 25 places – linked to Young Parents Centre at school

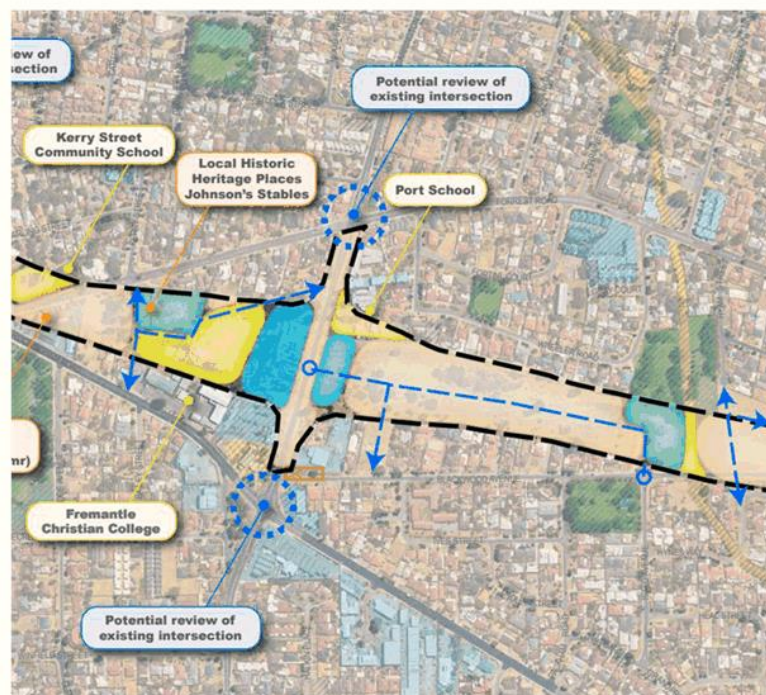


Figure 2

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Area of concern	Comment – Roe 8/9 specific area (Figure 2 cont.)
Carrington Street	Potential need for duplication – may require reserve widenings Opportunity to improve safety of area by installing median and crossing points plus quality shared path on both sides (linking bus stops)
Carrington Street & Forrest Road signalised intersection	Pedestrian and cycling access difficult – signals need to be upgraded Forrest Road and Carrington Street traffic signals, the City achieved Stage 2 endorsement from Main Roads WA (MRWA) in December 2021 to upgrade the signal phasing. This includes: <ul style="list-style-type: none"> • Phasing modification from a two-phase to a four-phase sequence with leading right turns on the east and south approaches. • Upgrade of pedestrian crossing facilities on all approaches. • The installation of a Road Safety Platform under a separate endorsement from MRWA in January 2022. The concept design for the intersection formulated as part of the Stage 2 endorsement was submitted for Federal and State Black Spot funding consideration in July 2022 to allow for: <ul style="list-style-type: none"> • Detail design in 2023/24 • Construction in 2024/25 The City is expected to be advised as to whether it was successful for Black Spot funding in May 2023.
BP oil pipeline future shared path	Connections to future shared path along the pipeline need to be maintained.
Hyam Street to Hynes Way	Connection between Hynes Way – crosses BP oil pipeline path – need to include raised pedestrian crossing for existing path (none of these culs-de-sac have paths) Connection Hyam to Ahearn – include paths as part of changes – potential to be done at same time as installing BP pipeline path
Blackwood Ave	New connections from Roe 8/9 corridor need testing Support disconnection from Carrington Street which is a blackspot location
Healy Road	Consider implications of traffic volumes on Healy Road – City currently progressing traffic calming and cycling improvements

Area of concern	Comment – Roe 8/9 specific area (Figure 3)
Cade Street to Ahearn Street	New connections from Roe 8/9 corridor (presumed this involves removal of Blackwood Avenue) require testing
Ely Street to Blackwood Avenue	New connections from Roe 8/9 corridor require testing
Blackwood Avenue, Forrest Road connection	Need to review intersection design – links to O'Connell Street, Blackwood Avenue and former Hamilton Hill High School redevelopment and former Stock Road pedestrian bridge
Stock Road pedestrian bridge	Final position to be determined by MRWA
Stock Road, Forrest Road intersection upgrade	MRWA upgrading Stock Road in future and including shared path along the length – connecting to pedestrian bridge



Figure 3

Area of concern	Comment – Roe 8/9 specific area (Figure 4)
Coolbellup Ave, Sudlow Road, Forrest Road	Opportunity to remove/improve staggered intersection on this important north-south connection
North Lake Road & Gwilliam Drive	Connections and crossing points will likely require improvements
Masfield Avenue crossing North Lake Road to Cordelia Avenue	Opportunity to improve pedestrian/cyclist connection across North Lake Road
Path in green corridor	Connect from green corridor to Bibra Lake and Hope Road with improved crossing points at intersections with any roads or streets

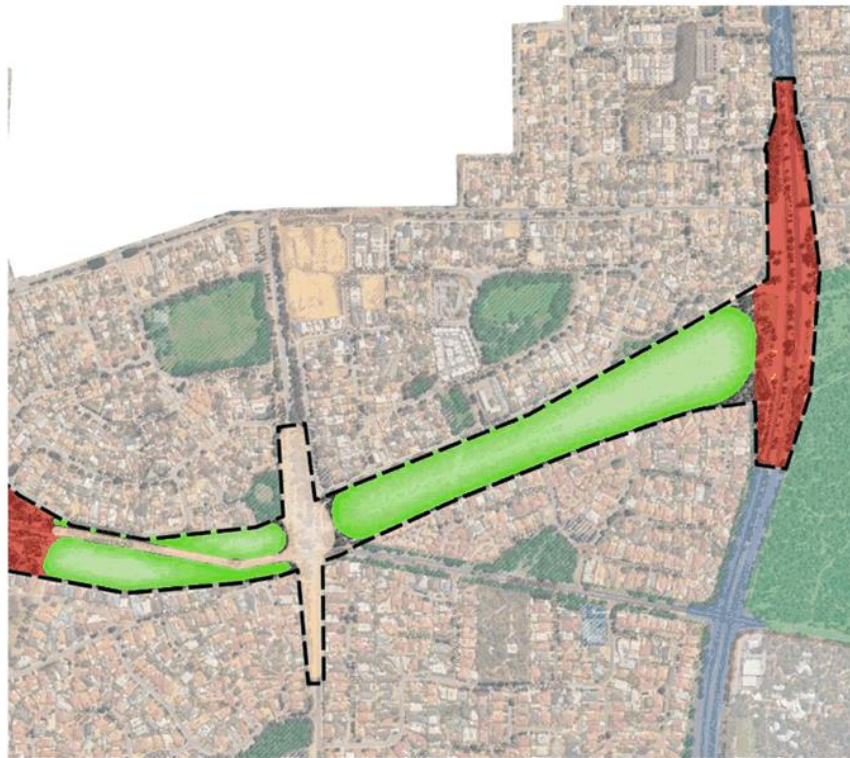


Figure 4

Supporting Environmental Documentation

Another lacking piece of key informative / supporting documentation is the environmental analysis the Department has commissioned RPS to prepare. In the absence of being able to review that information, the City offers the following observations.

4. Ecological Corridors

A large amount of the site forms part of a regionally significant ecological linkage between areas of conservation value, as identified by WALGA's Perth Biodiversity Project (2014). The Roe 8/9 corridor currently connects Bibra Lake and the Beeliar Wetland System to the coast, through Manning Park. Given the amount of ecological disturbance within the Perth metropolitan area, ecological connections between the interdunal wetlands system and the coastline are uncommon and should be protected wherever possible. This is important as it enables fauna to move from one place to another and thus reduces the risk of local extinction. It also enhances the genetic diversity of different species within the area.

Protection and enhancement of ecological corridors is a key objective of the City's [Natural Area Management Strategy 2012-2022](#), with Action 26 of the [Manning Park Master Plan 2018](#) stating:

- *Provide greenway corridors and links to connect Manning Park to the broader Beeliar Regional Park*

On the assumption that despite the above stated environmental values and unique opportunity the land presents as a movement corridor for wildlife, the State is unlikely to reserve the entire landholding (excluding important road and infrastructure connections) as Parks and Recreation for conservation with a management order in favour of the City, a contiguous ecological connection should be maintained via alternative means (such as road underpasses including Carrington Street, continuous areas of Public Open Space and/or where spacing makes land provision unviable substantive native tree planting along future road corridors).

5. Stock Road Interchange

It is acknowledged that the intersection of Stock Road and Forrest Road will require upgrading in the future to accommodate increased traffic demand. However, the extent of the Primary Regional Road reservation being retained for this purpose is overly conservative and fails to consider alternatives that would have a far lesser impact on surrounding vegetation.

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For example, there appears to be sufficient space to add additional lanes to both roads without clearing any vegetation. In comparison to a flyover arrangement, which may have already been compromised by residential development on the south-east corner of the interchange, such an arrangement would significantly reduce the impact on vegetation, whilst also lessening likely amenity impacts to residents living in the Coolbellup, Hamilton Hill and Bibra Lake residential areas.

The significance of the affected vegetation, in both a local and regional sense includes:

- The eastern area of this intersection is mapped as containing the *Banksia Woodlands of the Swan Coastal Plain* Threatened Ecological Community (refer Figure 5). The TEC is listed as Endangered under the *Environmental Protection and Biodiversity Conservation Act 1999* and offers potential foraging habitat for Black Cockatoos. As a result, additional environmental approvals will need to be obtained prior to upgrading the road.



Figure 5: Extent of Banksia Woodland TEC in the Stock Road/Forrest Road intersection

- Whilst not shown on the mapping, the vegetation on the western side of this same intersection is likely to be classified as Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain TEC. The Tuart Woodland TEC is afforded the same protections as the Banksia Woodlands TEC.
- A desktop assessment of mapping provided by the Department of Biodiversity, Conservation and Attractions also indicates that the vegetation within the intersection area is representative of both the Quindalup and Karrakatta (Central and South) complexes. The Karrakatta Complex is poorly represented both regionally and locally, with less than 25% of its original extent still remaining on the Swan Coastal Plain. The Environmental Protection Authority's *Position Statement 2 – Clearing of Native Vegetation 2000*, states that 'the "threshold level" below which species loss appears to accelerate exponentially at an ecosystem level is regarded as being at a level of 30% of the pre-clearing extent of the vegetation type'. As such, further clearing of the Karrakatta Complex is not supported in instances where it can be avoided

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At a minimum, the area of retained vegetation located between the existing Stock Road and Blackwood Avenue reservations should be incorporated into the proposed 'Parks and Recreation' reservation in a similar manner to how the vegetation within the Roe 8 West reservation is being protected between Briere Green and the eastern extent of the corridor.

Aboriginal Heritage & Recreational Facilities

6. Dixon Reserve & Surrounds

Given its significance, ideally the MRS Amendment should be expanded to reserve all of the land within the boundaries of the recently registered Hamilton Hill Swamp Aboriginal Heritage Site (#18332) within the 'Parks and Recreation' reserve.

On the assumption that the intent is to limit the proposal to land within the former Primary Regional Road reservation, it appears that both the draft Concept Plan and MRS Amendment plan are still missing a portion of land located behind the existing commercial premises fronting Rockingham Road that should be reserved for this purpose (refer Figure 6).



Figure 6: Extent of Hamilton Hill Swamp – Aboriginal Heritage Site #18332

Given its existing and future regional function, the catchment for which extends well beyond the boundaries of Hamilton Hill or the City, it is also suggested that the balance of area notionally identified on the concept plan for the Wally Hagan Basketball Stadium should also be reserved for 'Parks and Recreation'.

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Such a reservation would be consistent with a number of other basketball facilities across the metropolitan area, including a number of which that incorporate integrated health, gym and associated commercial facilities, such as:

- Bendat Basketball Centre, Floreat
- Lakeside Recreation Centre, North Lake
- Ray Owens Sports Centre, Lesmurdie
- Warwick Stadium, Warwick
- Beatty Park, North Perth
- Terry Tyzack, Inglewood
- Craigie Leisure Centre, Craigie

7. Wheeler Park

Whilst the affected portion may be currently devoid of vegetation, the City encourages expansion of Wheeler Park Reserve to include all of the land west of the proposed extension of Hyam Street to Blackwood Avenue (east of the BP Pipeline – refer Figure 7).

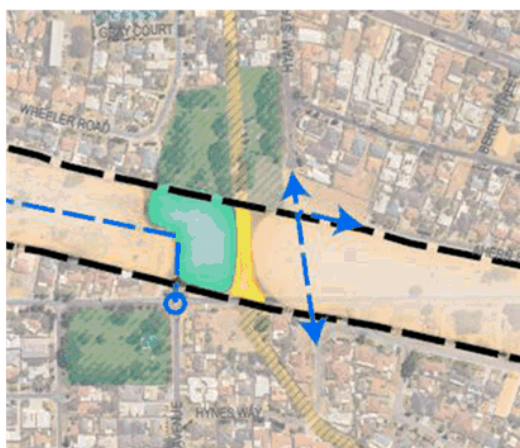


Figure 7: EMPP would support P&R reserves being located on either side of the existing BP pipeline

Adjusting the extent of the future local reserve in this manner would allow for the creation of a more substantive key feature mid-way along the former Roe 9 reservation, arranged in a more robust configuration capable of being used for a wider array of recreational purposes. It would also ensure better greenspace continuity from the reserve to the north, enable better access to the existing pipeline should it need to be maintained or removed in the future, and negate a number of potential CPTED considerations in the event that the land was otherwise developed for residential purposes.

8. Hamilton Hill Community Centre

The City's current [Community Sport and Recreation Facilities Plan](#) identifies the need for a District Level community facility to be provided, however site is yet to be identified for one.



Figure 8: City of Cockburn Community Sport & Recreation Facilities Plan

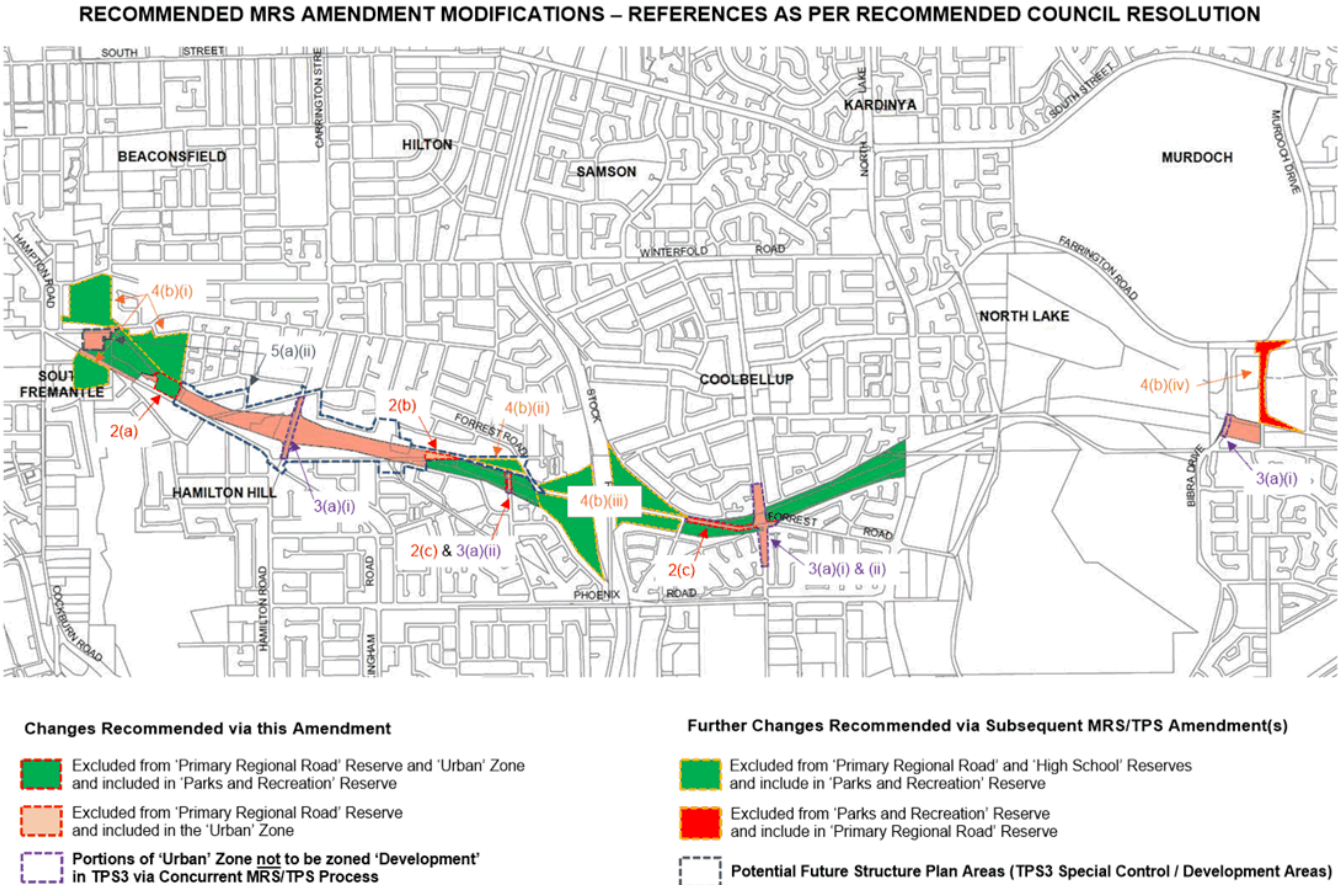
At the appropriate time the City would appreciate the future opportunity to discuss with the State:

- The additional demand development of the corridor will have on these and other community facilities; and
- Potential opportunities for a location to be identified within the corridor land holding.

Should you wish to discuss any of the matters raised please contact the City's Strategic Planning Team on 9411 3505 or via stratplanning@cockburn.wa.gov.au.

Yours sincerely,

Daniel Arndt
Chief of Built and Natural Environment





Town Planning Scheme No.3
Amendment No.166
(Complex)

Former Roe Highway Regional Road Reservation

DECEMBER 2023

Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.166

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Zoning the proposed centrally located MRS 'Urban' zoned land, between Leda Street and the MRS 'Parks and Recreation' reserve straddling Blackwood Avenue 'Development', as depicted on the Scheme Amendment Map.
2. Introducing special control area 'Development Area No.46' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

REF NO.	AREA	PROVISIONS
DA 46	Former Roe Highway Regional Road Reservation (and surrounds)	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for: <ol style="list-style-type: none"> (a) a green (ecological) link extending through the area from east to west as an integral element; (b) appropriately scaled education, recreation, mixed-use and/or local scale commercial development; (c) an appropriate mix of residential densities; and (d) ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.

3. Zoning the proposed MRS 'Urban' zoned Cardigan Street Precinct 'Residential (R15)', as depicted on the Scheme Amendment Map.
4. Zoning the proposed MRS 'Urban' zoned Rockingham Road Commercial Precinct 'Mixed Business', as depicted on the Scheme Amendment Map.
5. Zoning the proposed MRS 'Urban' zoned Bibra Lake Drive / Hope Road Precinct 'Residential (R30)', as depicted on the Scheme Amendment Map.
6. Reserving the proposed MRS 'Urban' zoned road reservations, adjoining portions of Bibra Lake Drive, and slivers of land either side of Southwell Crescent and Forrest Road as 'Local Road' reserves, as depicted on the Scheme Amendment Maps.

The amendment is 'Complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

Dated this _____ day of _____ 20____

CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

1.0 INTRODUCTION

The purpose of this scheme amendment is to introduce a local planning framework over the anticipated 'Urban' zoned portions of the former Roe Highway 'Primary Regional Road' (PRR) reservation, within the localities of Hamilton Hill, Coolbellup, North Lake and Bibra Lake.

2.0 BACKGROUND

At the 14 September 2023 OCM, Council considered the State Government's proposed removal of the remaining portions of Stages 8 and 9 of the former Roe Highway Primary Regional Road Reservation from the Metropolitan Region Scheme [MRS (Major) Amendment 1404/41].

A copy of the City's final submission to the Department of Planning, Lands and Heritage (DPLH) is included as **Attachment 1**. Key aspects of Council's resolution relevant to this Local Scheme Amendment proposal include:

- 1) Its SUPPORT for the MRS Amendment, subject to the following modifications:
 - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location; and
 - b) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.
- 2) A REQUEST, pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
 - a) the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
 - b) the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (1)(b) above];which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.
- 3) ADVISING the State Government of its intention to initiate a complementary local scheme amendment that:

- a) may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
- b) introduces Special Control Areas to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
- c) Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.

Since this time, the City has undertaken further analysis of the areas expected to be zoned 'Urban' in the MRS, to inform responding changes to the local planning framework based on the key parameters outlined above.

3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'complex' amendment, which Regulation 34 describes as any of the following amendments to a local planning scheme:

- a) *an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- b) *an amendment that is not addressed by any local planning strategy;*
- c) *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;*
- d) *an amendment made to comply with an order made by the Minister under section 76 or 77A of the Act;*
- e) *an amendment to identify or amend a development contribution area or to amend a development contribution plan.*

This proposed amendment satisfies part (c) of the above criteria.

Specifically, based on the preceding Development Concept and MRS Amendment processes run by the State, it is an amendment that is expected to be of significant interest to the local community.

4.0 SITE DESCRIPTION

4.1 Location

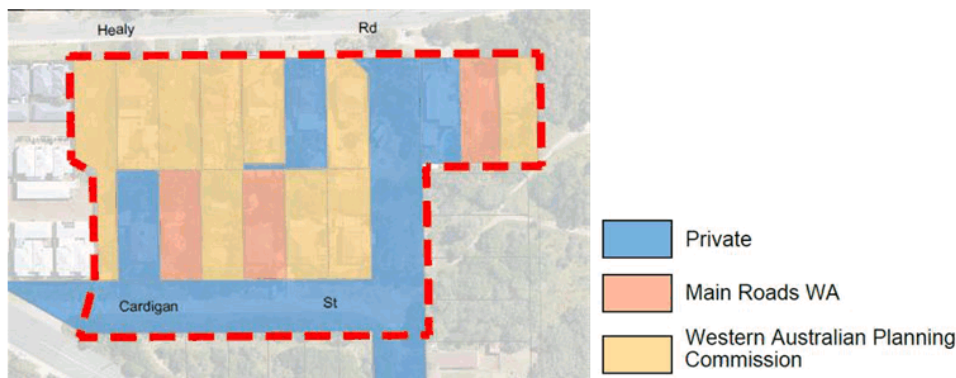
Given its overall size, for the purposes of this proposal the affected landholdings have been broken-up into distinct precincts, across five separate Scheme Amendment Maps, as summarised (west to east) below:

- Cardigan Street Precinct (Hamilton Hill – Amendment Map 1)
- Starling Street Precinct (Hamilton Hill – Amendment Map 1)
- Central Precinct (Hamilton Hill – Amendment Map 2)
- Southwell Crescent Precinct (Hamilton Hill – Amendment Map 3)
- Forrest Road Precinct (Coolbellup – Amendment Map 4)
- Bibra Drive / Hope Road Precinct (North Lake – Amendment Map 5)

4.2 Existing Ownership, Land Use and Improvements

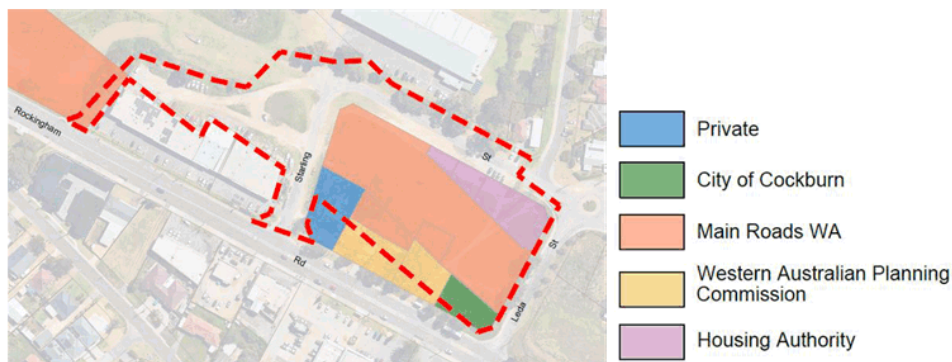
Cardigan Street Precinct, Hamilton Hill

This precinct principally incorporates relatively old, single dwellings on large lots ranging between 589 – 698m² in area. All bar three of the lots are in government ownership (Main Roads WA or the Western Australian Planning Commission), whilst both Cardigan and Hardey Streets inclusive of the unconstructed portion connecting to Healy Road and a sliver of land to the rear of #31 Healy Road, form the subject of a deceased estate.



Starling Street Precinct, Hamilton Hill

This precinct principally incorporates existing roads and vacant land periodically used for informal car parking purposes by surrounding land use. There are two existing houses fronting Rockingham Road with associated infrastructure, one that remains in private ownership and a drainage sump (at the intersection of Leda Street and Rockingham Road) owned in freehold by the City. Otherwise, all the land is in the ownership of the State Government (MRWA, WAPC and Housing Authority).



Central Precinct, Hamilton Hill

Most of this precinct is comprised of undeveloped land. Scattered throughout are old dwellings and a variety of other structures, some of which are registered sites of local and/or state heritage significance.

Most of the land directly related to the former Primary Regional Road reservation is within State Government ownership, large tracts of which have been leased and developed with low value infrastructure that has enabled temporary commercial or private education use (some of which have been operating over a long time period).

Some of the land is being used as an expansion of existing local reserves located directly adjacent the former road alignment. Otherwise, the surrounding frame is principally relatively old single residential housing, in private ownership, some of which have suffered from significant social issues associated with an interface to undeveloped public land.

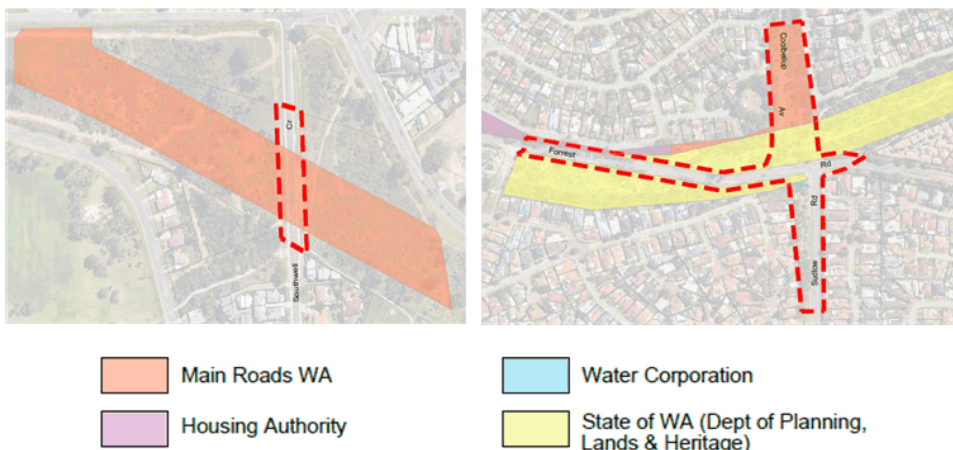


Southwell Crescent & Forrest Road Precincts, Hamilton Hill & Coolbellup

The affected slivers of land adjacent Southwell Crescent are vacant, cleared land in Main Roads WA ownership. Unlike further south, the road carriageway has open shoulders and no median that would allow for the planting of trees or safer crossing by pedestrians.

The affected slivers of Forrest Road, are vacant, predominantly cleared land in State Government (Department of Planning Lands and Heritage and Housing Authority) ownership. Unlike west of Stock Road, the carriageway is undivided, with on-road cycle lanes and bus stops that could benefit from the provision of upgrades that focus on better managing traffic speeds and enabling safer pedestrian crossing.

Reflective of an earlier staggering of their intersections with Forrest Road, the relevant sections of both Coolbellup Avenue and Sudlow Road are much more expansive and contain significant trees of high environmental and landscape amenity value.



Bibra Drive / Hope Road Precinct, North Lake

All of this precinct is either existing road reserve or surplus undeveloped acquired and recontoured by Main Roads as part of the Roe 7 Highway works.

A drainage sump is located adjacent Bibra Drive, however at this stage it is unknown whether this is a temporary or permanent piece of infrastructure.



4.0 TOWN PLANNING CONTEXT

4.1 Perth & Peel @3.5million

The Perth and Peel @ 3.5 Million suite of planning documents provides an envisaged development outcome for the Perth and Peel regions in the future. It makes the case for change from a 'business-as-usual' perspective to a more considered, connected, consolidated urban form.

The South Metropolitan Peel Sub-regional Planning Framework forms part of the Perth and Peel @ 3.5 Million suite of planning documents. The Framework does not identify an existing or proposed regional road along the alignment of Roe 8 remainder or Roe 9. Instead, it identifies the land as being suitable for 'Urban' purposes.

4.2 Metropolitan Region Scheme

As discussed in the background section of this report, this proposal focuses upon and seeks to introduce a local planning framework over the anticipated 'Urban' zoned land that will be created as a result of MRS (Major) Amendment 1404/41.

As the outcome of the MRS Amendment will not be known for some time, this proposal is premised on the following key assumptions:


- that the additional regional 'Parks and Recreation' reservation encompassing the preferred location of the Wally Hagan redeveloped has not been accepted; and



Excluded from 'Primary Regional Road' Reserve and 'Urban' Zone and included in 'Parks and Recreation' Reserve

- that the requested widenings of 'Urban' zoning either side of Southwell Crescent and Forrest Road have been accepted.



 Excluded from 'Primary Regional Road' Reserve and included in the 'Urban' Zone

If either of these assumptions prove incorrect, the MRS (regional reserve) outcome will take precedence, and the relevant portions of this local scheme amendment discussed in the following sections, will fall away.

- that concurrent rezoning of all the resultant 'Urban' zoned land, to a 'Development' zone in TPS3, has not been accepted.

If this proves correct, the urgency to complete the local scheme amendment escalates, to reduce the length of time between the MRS and TPS Amendment gazettal dates and manage the significant risks associated with all MRS 'Urban' zoned land, becoming unzoned ('No Zone') in TPS3.

4.3 State Planning Policies

State Planning Policy 2 – Environment and Natural Resources Policy (SPP 2.0)

SPP 2.0 recognises that Western Australia is one of the most biologically diverse regions in the world, home to a broad range of ecological communities and species, and natural landscapes. The protection and wise management of the environment and natural resources of the State are of paramount importance if we are to maintain our lifestyle now and into the future.

This requires acknowledgement of the intrinsic value of the environment, as well as an understanding of the importance of ecological processes in the production and maintenance of healthy soils, clean air and water: the natural resource base which supports life and our lifestyle. It is therefore essential to resolve land use conflicts between use and protection of natural resources, having consideration of potential impacts on the environment, as well as those on community lifestyle and the economy.

SPP 2.0 promotes integrated land use planning and management as a practical way to achieve effective and efficient use of the natural resources of the State. It is possible to achieve land use change and development that have positive environmental outcomes or that reduce the degree of negative impact on the environment.

Separate to formalising existing use in discrete areas, zoning the majority of the land 'Development' enables a well-tested and understood local planning process (local structure planning) for important SPP 2.0 policy objectives, in particular those relating to water resources, air quality, biodiversity and landscapes, and their interrelationship with future infill urban development to be comprehensively considered in a more fine-grained manner in consultation with key stakeholders including the surrounding community.

It also allows for the identification and elevation of key design parameters and/or development outcomes into the local scheme, to guide that work and appropriately manage both developer and community expectations. The proposed insertion of a specific requirement for the ultimate outcome to accommodate a green (ecological) link extending through the area as an integral element, is one such example.

State Planning Policy 3 - Urban Growth and Settlement (SPP 3.0)

SPP 3.0 recognises that the orderly planning of urban growth and settlement should be facilitated by structure plans, which should take into account the strategic and physical context of the locality; provide for the development of safe; convenient and attractive neighbourhoods which meet the diverse needs of the community; and facilitate logical and timely provision of infrastructure and services.

This Amendment proposes a 'Development' zoning over most of the site which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before further significant development can be undertaken. By facilitating a structure planning process, the proposed Amendment is consistent with the objectives of SPP 3.0.

SPP 3.0 also recognises that more consolidated development is suitable in appropriate locations where consistent with neighbourhood character and where the necessary services are available. The proposed Amendment will facilitate the redevelopment of largely unused land that is well serviced by the existing road network; is accessible to high frequency public transport routes; and is capable of being serviced by existing and/or upgraded services and infrastructure. In this regard, the land presents an appropriate location for more consolidated urban development, consistent with the following SPP 3.0 objectives:

- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.

- To coordinate new development with the efficient, economic and timely provision of infrastructure and services.

The proposed Amendment is also consistent with the following specific Policy Measures under SPP 3.0:

- Making the most efficient use of land in existing urban areas through the use of vacant and under-utilised land and buildings, and higher densities where these can be achieved without detriment to neighbourhood character and heritage values; the cost-effective use of urban land and buildings, schools and community services, infrastructure systems and established neighbourhoods; and promoting and encouraging urban development that is consistent with the efficient use of energy (Policy Measure 5.1 Creating Sustainable Communities).
- Consolidating residential development in existing areas and directing urban expansion into the designated growth areas which are, or will be, well serviced by employment and public transport (Policy Measure 5.3 Managing Urban Growth in Metropolitan Perth).
- Giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character (Policy Measure 5.3 Managing Urban Growth in Metropolitan Perth).

State Planning Policy 3.5 Historic Heritage Conservation (SPP 3.5)

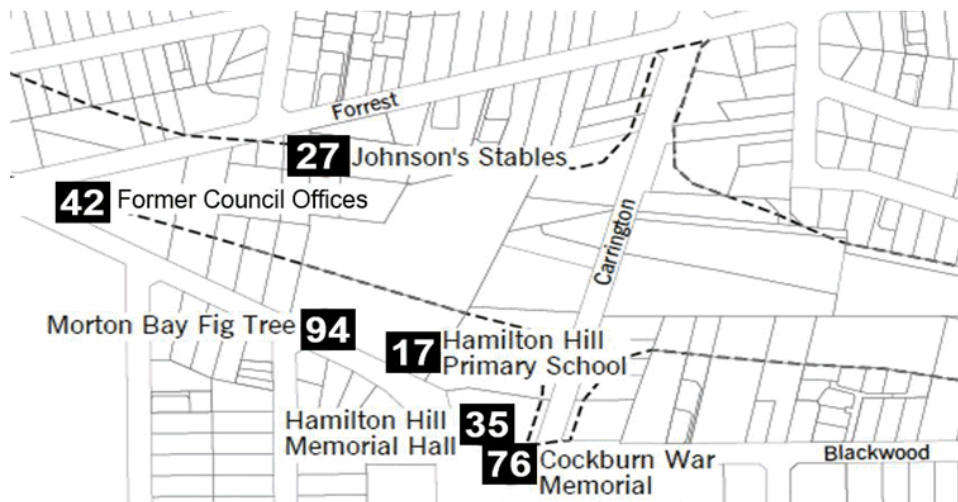
SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.

The protection of Clontarf Hill (an Aboriginal Heritage Place), Randwick Stables (a State-Registered Heritage Place), and numerous Significant Trees listed in the City's Local Heritage Inventory are effectively being addressed via the above MRS Amendment.

Of specific relevance to this proposal are the following additional sites on the Local Heritage Inventory:

Heritage Inventory (Ref. # & Management Category)		Description
#17 B	Hamilton Hill Primary School (Considerable Significance)	Hamilton Hill Primary School was opened in 1903 to ease the pressure of numbers on Coogee School and is representative of small school buildings constructed in the early 20 th century. It reflects the development of education facilities in the district and continues to be used for this purpose as part of the Fremantle Christian College.
#27 B	Johnson's Stables (Considerable Significance)	The building is a fine example of a rural use constructed with locally sourced materials. The buildings are owned by MRWA but are still used as stables.

#35 A	Hamilton Hill Memorial Hall (Exceptional Significance)	Memorial Hall was built in memory of the fallen and returned soldiers of WWI and is a prominent and significant reminder of those who served. It has extremely high aesthetic value as a prominent landmark, which has been sensitively restored to its original condition. It also has high social value for users of the Hall and for local residents. It is owned by the City and used for various cultural activities.
#42 C	Former Council Offices (Significant)	The building was originally used by the former Fremantle Roads Board, who governed Cockburn prior to the creation of the Cockburn District Roads Board in 1955. The buildings are owned by MRWA and leased out for private commercial purposes.
#76 B	Cockburn War Memorial (Considerable Significance)	Relocated in the 1970's from its original location in Sussex Street, the Cockburn War Memorial is a historic marker of the people of Cockburn's service in World War I and World War II and is an important centre for ANZAC Day celebrations.
#94 T	Moreton Bay Fig Tree (Significant Tree)	The subject tree is a Moreton Bay fig tree (Ficus Macrophylla) and is estimated to be at least 80 years of age. This tree forms part of the fabric of the Heritage place that is the Hamilton Hill Primary School.

**42** Former Council Offices**27** Johnson's Stables

**94** Moreton Bay Fig Tree**17** Hamilton Hill Primary School**35** Hamilton Hill War Memorial**76** Cockburn War Memorial

These locally significant heritage sites are all proposed to be included in the 'Development' zone, where a range of local land use classifications could be considered that facilitate their retention, potential adaptation and/or compatible reuse of the buildings and their surrounds.

State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)

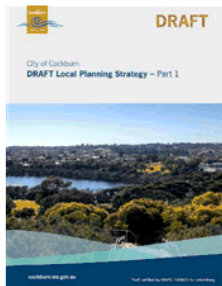
Portions of the amendment area are classified as bushfire-prone.

As this proposal does not facilitate any additional development of lots within those identified areas, the Bushfire Management Plan (Bushfire Hazard Assessment) prepared by Lushfire & Planning on behalf of DPLH to accompany the MRS Amendment is sufficient to address the SPP as it relates to this proposal.

Key extracts of relevance to this proposal are attached as **Appendix A**.

Further assessment will be required in certain areas as part of the more detailed planning (local structure planning, subdivision and/or development approval) processes that follow.

4.4 City of Cockburn Local Planning Strategy



Adopted by the City for Final Approval following the consideration of public feedback at its meeting on 13 April 2023, the City's Draft Local Planning Strategy sets out a vision for the City *"to create a sustainable, healthy, connected and prosperous Cockburn community"*.

In relation to urban infill, the draft Planning Strategy notes that urban infill in the form of development of larger sites presents greater opportunities to integrate with the surrounding area; manage appropriate interfaces (streetscape and adjoining properties); rationalise access points and crossovers; and design for increases in traffic and parking that may be generated. Larger infill sites can also provide for a more coordinated outcome as they allow for greater design flexibility.

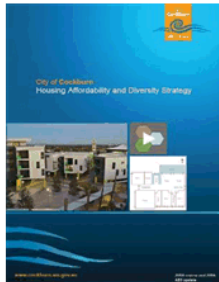
The remnant portions of the former regional road land present a unique opportunity for infill development as they are relatively large, unused and predominantly cleared areas in collective government ownership. In this regard, the proposed Amendment can facilitate a quality urban infill outcome, in particular a scenario capable of embracing and advancing broader environmental, sustainability and socially responsible outcomes, consistent with the Strategies and Actions contained within the draft Planning Strategy.

In recognition of this and the likelihood of land use change over its 15-year planning horizon, the Regional road reserve is identified as Planning Area A in the draft Planning Strategy, for which it specifies the following range of important environmental, cultural, heritage and social considerations to be addressed via subsequent planning processes:

Planning Area A: Future Roe 8/9 Primary Regional Road Reserve			
	Key Principles	Rationale	Timeframe
1.0	<p>Any future planning for the area should:</p> <ul style="list-style-type: none"> Minimise the impact on environmental values Investigate opportunities for POS and a recreational corridor Investigate the potential consolidation of commercial land around the existing transit hub on Carrington Street Respect Indigenous and European heritage Achieve a compatible interface to existing residential development. 	The area has high environmental values and significant trees, which are also highly valued by the community.	Ongoing

The draft Planning Strategy is informed by a number of preceding Council endorsed documents, key ones of relevance to the future development of this area include the following.

Housing Affordability and Diversity Strategy (2018)



The key objectives of the City's Housing Affordability and Diversity Strategy are:

- To provide households with access to housing that is appropriate to their needs in terms of size, physical attributes and location;
- To provide housing that is affordable to households of varying financial capacity;
- To provide a variety of housing types in locations that have good accessibility to public transport, and essential services; and
- To promote affordable living, taking into consideration the total cost of living in a dwelling, including energy and water consumption, the price of transport to access employment and essential services, and other daily needs impacted by location.

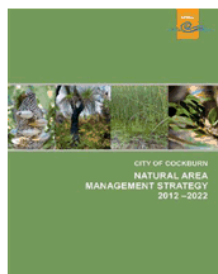
In the current market, where there is a critical housing shortage, record low rental availability and considerable cost of living stress on low-to-middle income families, the need for serious effort towards addressing these objectives has never been more apparent.

By virtue of its collective government ownership, size, and ideal inner City suburban location, this land presents an ideal opportunity for the State to deliver a comprehensively planned and coordinated development that:

- addresses key housing issues such as the provision of greater housing choice through lot and dwelling diversity; and
- advances key sustainability initiatives;

in a manner that sets the standard for further revitalisation of surrounding landholdings (already appropriately coded and with built form reaching the end of their normal lifespan), in a similar manner to what Development WA has achieved with its redevelopment of the nearby former Hamilton Hill High School site (115 Hamilton Hill).

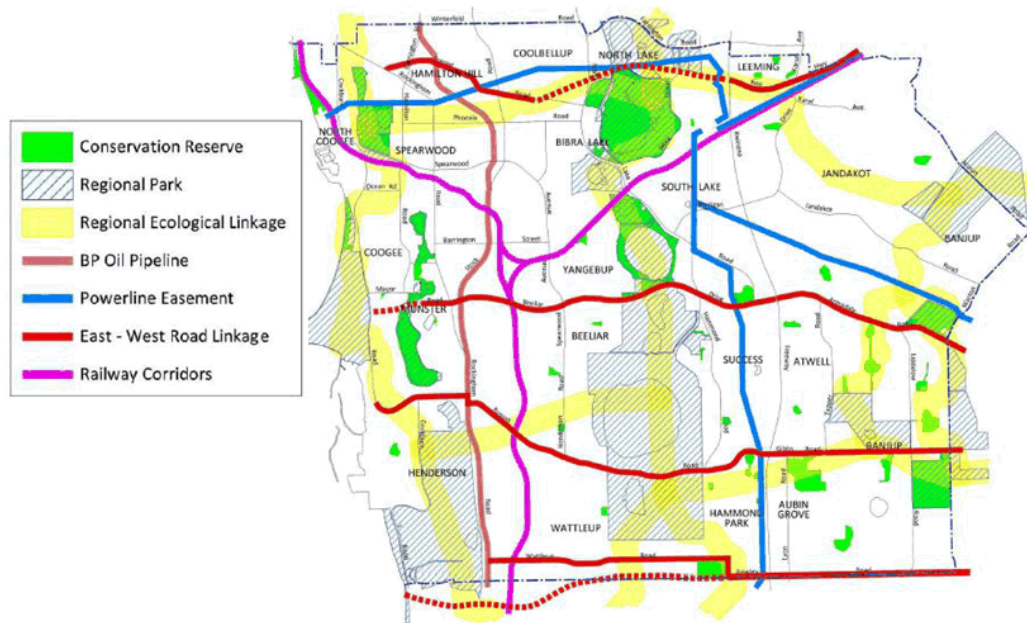
Natural Area Management Strategy (2012 – 2022)



Whilst its key focus is on the City's management of natural areas under its control, the Natural Area Management Strategy strives to enhance the City's capacity to effectively enhance the conservation of its biodiversity, in part by identifying and protecting a range of ecological corridors, inclusive of a number of important east-west aligned regional road reservations (such as Roe Highway).

Despite currently having large cleared sections, and being bisected by a number of local roads, the regional road alignment still provides an important opportunity to maintain an ecological link between the Bibra Lake wetland chain and the City's coastal reserves and/or Manning Park.

The importance of some of these linkages, inclusive of actions to pursue their long-term protection are identified in the City's Draft Local Planning Strategy.



Urban Forest Plan (2018)



The City's Urban Forest Plan sets out a vision for the future management and expansion of the City's urban forest and directs the management of streetscapes and public open space to improve liveability and wellbeing.

Whilst this proposal does not, in itself, propose the clearing of land or address issues such as tree retention and public open space provision, it will facilitate various zonings, in particular a 'Development' zoning over the majority of the land which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken.

The local structure planning, subdivision and development approval processes provide an opportunity within which to respond to the objectives and provisions of the Urban Forest Plan and in doing so, ensures development is undertaken in a coordinated and considered manner.

5.0 CONTEXTUAL ELEMENTS

5.1 Environmental Factors

Below is a summary of the environmental matters raised in environmental analysis undertaken by RPS on behalf of DPLH through the preceding MRS Amendment of specific relevance to this proposal.

Ministerial Statement 1148

In accordance with the Environmental Protection Act 1986, a portion of the amendment area is subject to Ministerial Statement (MS) 1148 and mapped as 'Rehabilitation Zone', to allow for the rehabilitation of areas cleared as part of the Roe 8 Highway Extension proposal approved under MS 1008.

Implementation requirements of MS 1148 are the responsibility of Main Roads Western Australia. Most of the areas within the amendment overlapping with MS 1148 are proposed to be reserved for Parks and Recreation.

A small portion of the Amendment area through Coolbellup is proposed to be reserved as a Local Road (following transfer to the Urban zone under the MRS) in recognition of its existing and future function as a local road. As no clearing or is envisaged, this classification is considered consistent with MS 1148.

Flora and Vegetation Assessment

Key findings of the Flora and Vegetation assessment (specific to the land the focus of this local Scheme Amendment proposal) include:

- No threatened flora species listed under the state Biodiversity Conservation Act 2016 or Commonwealth Environmental Protection and Biodiversity Conservation Act 1999 were recorded.
- No Priority Flora species were identified.
- No flora species of other conservation significance based on one or more criteria listed in the Environmental Protection Authority's environmental factor guideline for flora and vegetation were recorded.
- Despite the presence of isolated trees in certain locations, no ecological communities of conservation significance [such as Tuart Woodlands and Forests of the Swan Coastal Plain (Critically endangered) or Banksia Woodlands and Forests of the Swan Coastal Plan (Priority 3)] were identified.
- One vegetation unit shows affinity to a state listed Priority 3 Ecological community – coastal shrublands on shallow sands, south Swan Coastal Plain.

Black Cockatoo & Fauna Survey

Key findings of the Black Cockatoo habitat assessment and basic fauna survey (specific to the land the focus of this local Scheme Amendment proposal) include:

- Evidence of foraging activity from both Carnaby's Cockatoo and Forest Red-tailed Black Cockatoo was recorded however no breeding or roosting activity was observed.
- Potential habitat trees scattered throughout, but none with suitable hollows for Black Cockatoos.
- Strong competition from other species and a lack of suitable hollows suggests that it is unlikely either black cockatoos species breed within the area.

Dieback Occurrence Assessment

The dieback field assessment did not identify any Phytophthora Dieback infestations.

Having regard for the relevant portions of the environmental reports therefore, it appears that preservation of the most important areas of ecological significance within Regional 'Parks and Recreation' Reserves (or their exclusion such is the case for the vegetation in and around the Stock and Forrest Road interchange), has already occurred, via the MRS Amendment process.

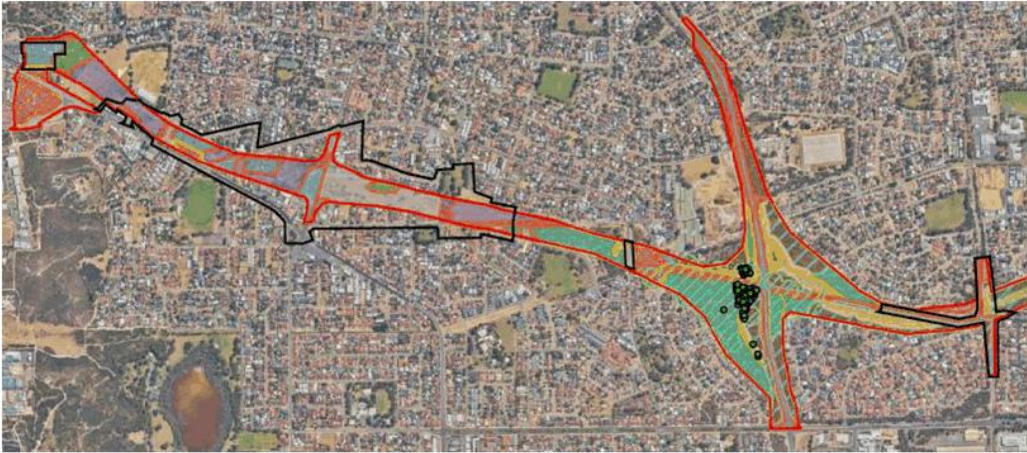
Whilst very small portions of proposed MRS Urban zoned land (near Ahern Street and Rockingham Road) are mapped as having medium ecological value, this does not stop the land from being reserved for local open space purposes under the local planning framework. This could be considered as part of the local structure planning process triggered by the proposed 'Development' zone under the local scheme.

Extracts of the relevant graphics appear on the following page. Full A3 versions appear at **Appendix B**. It should be noted that the Bibra Drive / Hope Road Precinct falls outside the area that was subject to the environmental assessment study, as it is not heavily vegetated and has been previously considered for clearing by the EPA, without any requirement for rehabilitation.

5.2 Utilities

As this Scheme Amendment does not specifically facilitate additional development no further analysis beyond the MRS Amendment's identification of important existing electricity, water and wastewater infrastructure corridors that need to be protected (or where practical relocated), has occurred at this time.

It is the City's expectation that a detailed Servicing Report accompany the structure plan required by the proposed 'Development' zone over the Central Precinct (or similar detail for a development application for the other much smaller precincts), that thoroughly considers the capacity of existing infrastructure, future needs generated by that development, including the need (or otherwise) and potential funding of necessary infrastructure upgrades.



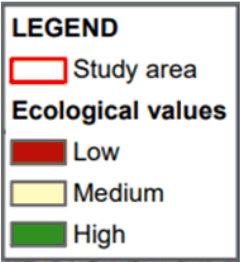
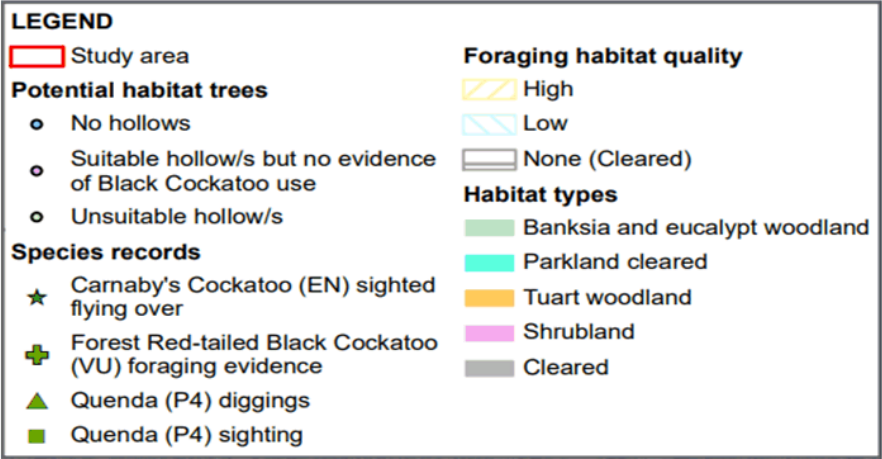
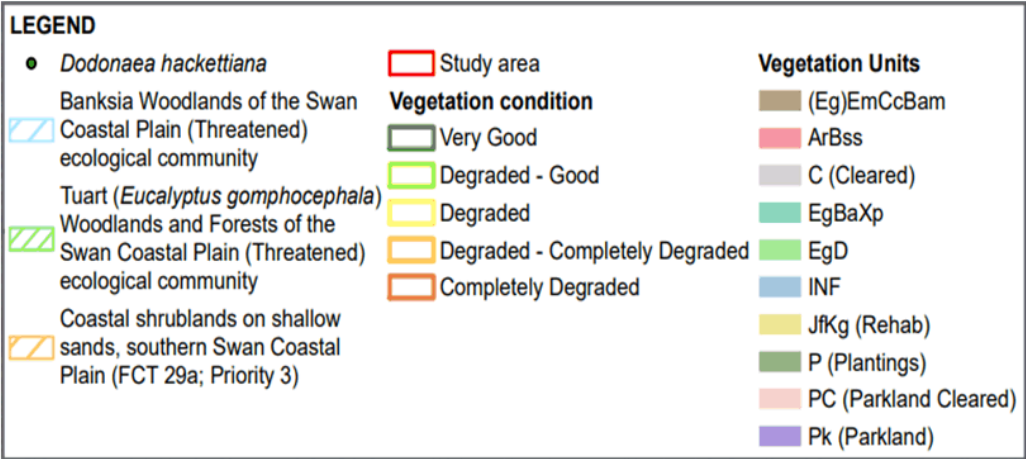
Flora and Vegetation Values



Fauna Values



Ecological Values



5.3 Transport

For decades the City has planned, invested and maintained its road network on the basis Roe Highway will ultimately be delivered. A final decision on its removal (the anticipated result of the MRS Amendment), will pose a significant financial impost of the City.

As foreshadowed in the City District Traffic Study documents produced in 2006 and 2013 (Uloth and Associates) and again in 2016 (Arup), and the preliminary modelling contained within its 2023 (SMEC) review, removal of the Roe Highway PRR is expected to have a significant and detrimental impact to the City of Cockburn local road network. Likely transport impacts include:

- A marked increase in motorists electing to 'rat-run' alternate streets to avoid congested road network's locations;
- An increased percentage of HEAVY vehicle traffic utilising local road network to navigate to businesses;
- Decreased productivity of vehicle movements within the transport network causing an increase in costs to local residents and businesses;
- Additional serious accidents on the local network as result of roads not being designed to cater for these additional volumes (with the subsequent resource and financial burden of treating these accident sites falling to the City);
- Increased land acquisition, maintenance, and renewal costs due to the local road network experiencing higher traffic volumes (not previously anticipated or planned for); and
- Associated environmental costs, including an increased likelihood of needing to remove mature street trees, fund environmental offsets, and increased traffic noise and vehicle emissions experienced by local residents.

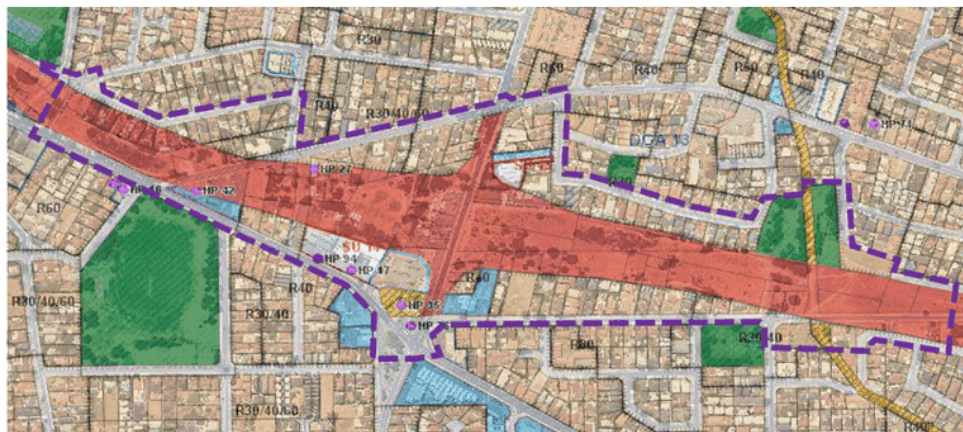
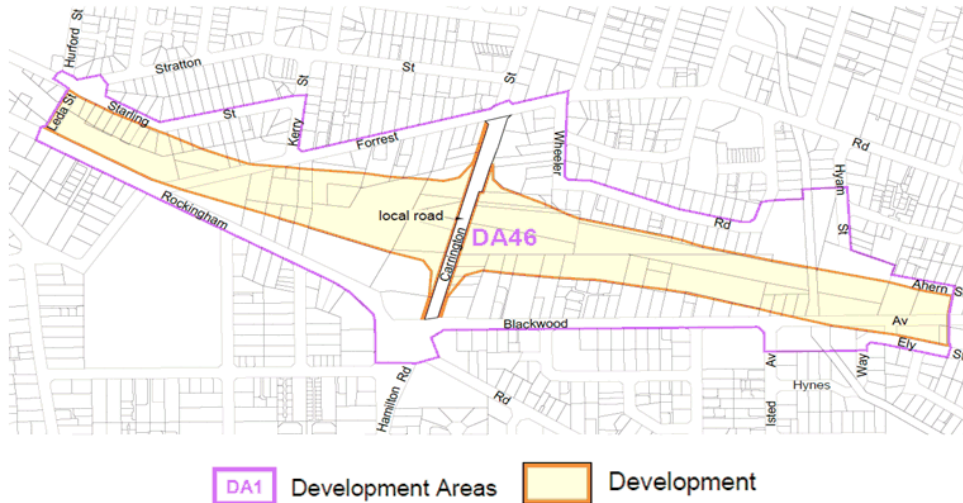
As this Scheme Amendment does not propose the creation of any new roads or specifically facilitate any notable intensification of development, no further traffic analysis has been undertaken at this time.

Instead, beyond the small widenings to Southwell Crescent and Forrest Road foreshadowed in the City's MRS Amendment response (necessary to improve traffic management, public transport and pedestrian safety remote from future anticipated development), again it is the City's expectation that a detailed Traffic Impact Assessment accompany the structure plan required by the proposed 'Development' zone over the Central Precinct, that thoroughly considers the impact that development will have on the local road network, including the need and potential funding of necessary infrastructure upgrades.

In the meantime, the City will continue to assess the broader issues and associated impacts created by the removal of Roe Highway on the surrounding and higher order road network in consultation with relevant State Government Agencies.

6.0 PROPOSAL

Consistent with the intention foreshadowed in Council's MRS response, this proposal involves zoning most of the proposed MRS 'Urban' zoned land (the Central Precinct) 'Development' in TPS3. As mentioned earlier, this will trigger the requirement for a Local Structure Plan to be prepared and approved by the WAPC prior to substantive subdivision and/or development of the land occurring.



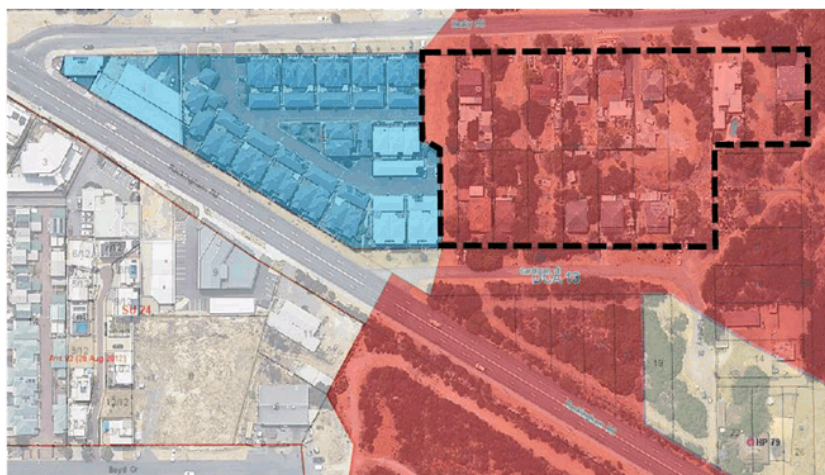
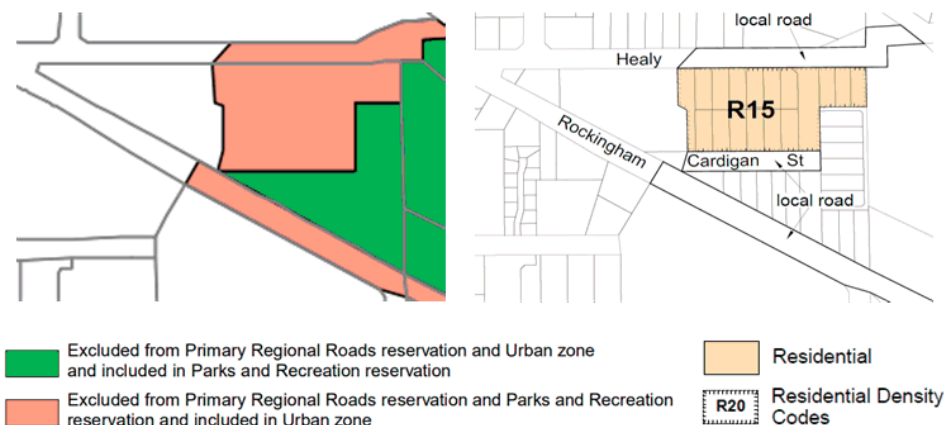
To guide the preparation and extent of the LSP, a special control area 'Development Area No.46' (DA46) is also proposed, that encompasses abutting properties and roads, and inserts special provisions into 'Table 9 – Development Areas' of the Scheme Text, to ensure an appropriately integrated outcome (beyond the Development Zone), that makes best use of this highly valuable land.

Of note, included is a requirement for a green (ecological) link to extend through the area as an integral element of the structure plan outcome. It is expected that the extent of DA46 and associated special provisions will be refined in response to submissions received through the public advertising process.

External to the proposed Development Zone are three distinct precincts proposed to be directly transferred into existing zones of the TPS3, as described below.

Cardigan Street Precinct, Hamilton Hill

Despite being large landholdings in government ownership containing older building stock, immediately east of an established Mixed Business zoned 'R60' grouped housing development, a straight 'Residential (R15)' zoning is proposed for this area to maintain the status quo.

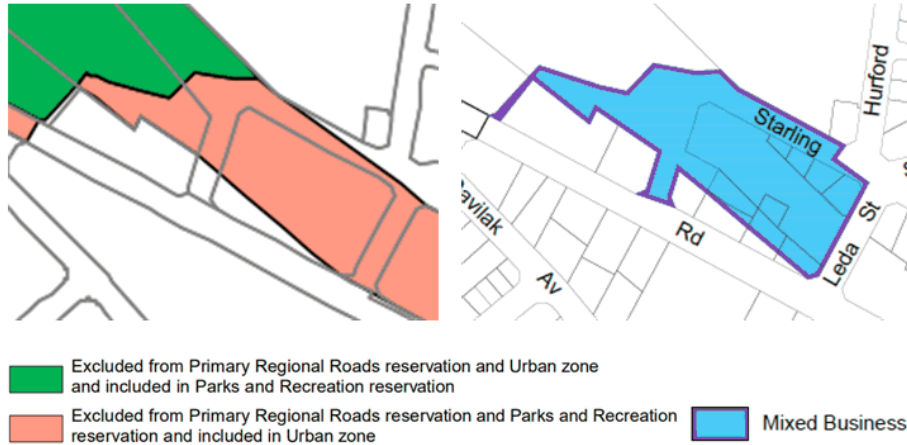


This is due to the lots sitting on top of a limestone outcrop and containing substantive vegetation that makes redevelopment challenging without significantly affecting the character, environmental attributes of the area or increasing traffic volumes to the detriment of continued operation of the State Heritage listed Randwick Stables.

An R15 density coding matches the existing lot sizes, avoiding the potential creation of additional battle-axe subdivision. A small number of additional houses may be possible by closing and similarly zoning the northern (unconstructed) portion of the Hardey Road reservation between Cardigan Street and Healy Road.

Starling Street Precinct, Hamilton Hill

MRS Urban zoned land in and around existing commercial premises fronting Rockingham Road (west of Leda Street), is proposed to be zoned 'Mixed Business', as a natural expansion of the existing Local Activity Centre.



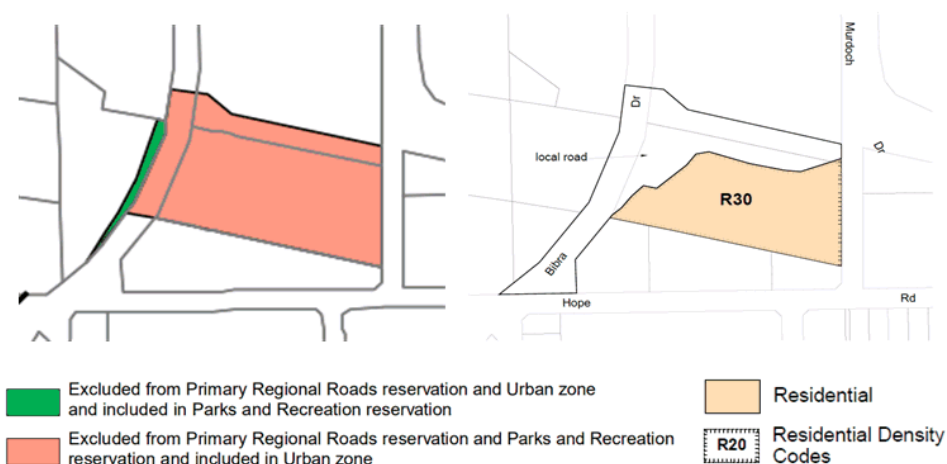
The proposed zoning is consistent with the existing commercial businesses, will complement the (Scarvicci) Local Centre zoned land on the southern side of Rockingham Road, and does not preclude future acquisition and/or redevelopment of the land for indoor recreational purposes.

Rather than reserving it as a Local Road, the intervening portion of Starling Street is included within the Mixed Business zone to allow maximum opportunities in terms of the future expansion and/or redevelopment of commercial land uses in this area.

Bibra Drive / Hope Road Precinct, North Lake

Reflective of it being a large, consolidated land area constrained by existing road reservations (that it can't take direct access from) or existing development on three sides, a straight 'Residential (R30)' zoning is proposed for the developable portion of this area.

The portions already developed as roads (including the revetment associated with the Bibra / Murdoch Drive slip road) and an adjoining 'Residential (R20)' zoned portion of Bibra Drive to the south are proposed to be reserved as Local Roads.

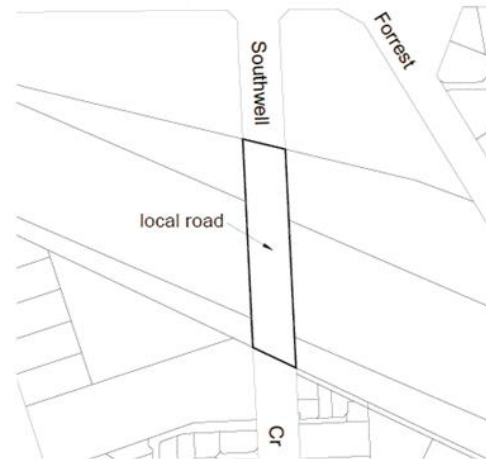


Whilst land to the south is coded R20, an R30 coding would better accommodate redevelopment befitting its prime location in proximity to the regional road network, regional parkland and nearby local commercial facilities (at the intersection of Murdoch Drive and Farrington Road). It will also provide for greater housing diversity in a well-established area that is almost entirely composed of low-density single residential housing.

Of importance, a residential zoning would not preclude a northward expansion of the privately run education establishment, should some, or all of it be acquired from the State for this purpose.

Existing Road Reserves

Unless otherwise mentioned in the precincts above, existing road reservations are proposed to be reserved as 'Local Roads'. Pending the MRS Amendment outcome, this includes the slivers of additional land either side of Southwell Crescent and Forrest Road, that would facilitate future widenings to local access, cycling and public transport opportunities through the area as redevelopment proceeds.



7.0 CONCLUSION

Aside from generating a range of community, economic and environmental benefits, the proposed Amendment is acceptable from a land use planning viewpoint given it:

- Is consistent with the land's anticipated 'Urban' zoning under the MRS.
- Will contribute towards achieving the City's residential dwelling target under Perth and Peel @ 3.5 Million and the Framework, specifically the minimum infill dwelling target of 14,680 dwellings by 2050.
- Will generate additional infill development, in line with the objectives for housing and growth under the draft Local Planning Strategy.
- Is consistent with the objectives, strategies and/or recommendations contained within local strategic planning documents such as the Housing Affordability and Diversity Strategy.
- Satisfies the objectives, principles and policy measures contained within relevant WAPC State Planning Policies including SPP 2.0 - Environment and Natural Resources Policy; SPP 3.0 - Urban Growth and Settlement; SPP 3.5 - Historic Heritage Conservation; and SPP 3.7 Planning in Bushfire Prone Areas.

Having regard to the above, the proposed Amendment is considered a reasonable and appropriate proposal consistent with the vision and objectives of both the State and Local Planning Frameworks.

In particular, the proposed zonings and use of a broader special control area reflect good contemporary planning practice, capable of allowing the informed preparation of an integrated urban form outcome that at the same time advances many of the social and environmental objectives expressed by the community through the preceding MRS Amendment process.

Planning and Development Act 2005

***City of Cockburn
Town Planning Scheme No.3
Amendment No.166***

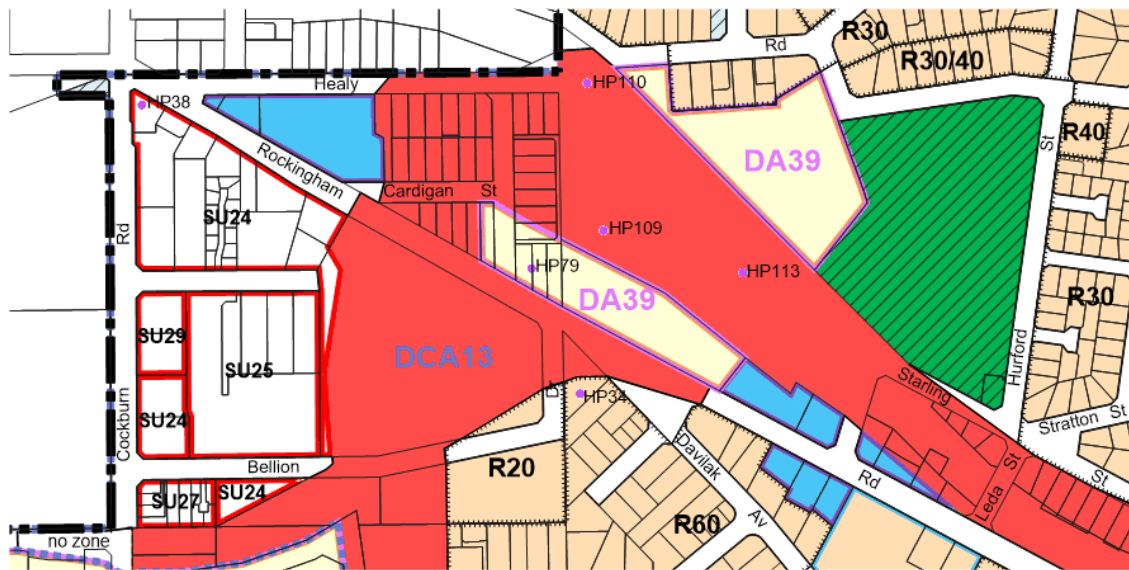
1. Zoning the proposed centrally located MRS 'Urban' zoned land, between Leda Street and the MRS 'Parks and Recreation' reserve straddling Blackwood Avenue 'Development', as depicted on the Scheme Amendment Map.
2. Introducing special control area 'Development Area No.46' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

REF NO.	AREA	PROVISIONS
DA 46	Former Roe Highway Regional Road Reservation (and surrounds)	<ol style="list-style-type: none"> 3. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions. 4. The Structure Plan is to provide for: <ol style="list-style-type: none"> (a) a green (ecological) link extending through the area from east to west as an integral element; (b) appropriately scaled education, recreation, mixed-use and/or local scale commercial development; (c) an appropriate mix of residential densities; and (d) ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.

3. Zoning the proposed MRS 'Urban' zoned Cardigan Street Precinct 'Residential (R15)', as depicted on the Scheme Amendment Map.
4. Zoning the proposed MRS 'Urban' zoned Rockingham Road Commercial Precinct 'Mixed Business', as depicted on the Scheme Amendment Map.
5. Zoning the proposed MRS 'Urban' zoned Bibra Lake Drive / Hope Road Precinct 'Residential (R30)', as depicted on the Scheme Amendment Map.
6. Reserving the proposed MRS 'Urban' zoned road reservations, adjoining portions of Bibra Lake Drive, and slivers of land either side of Southwell Crescent and Forrest Road as 'Local Road' reserves, as depicted on the Scheme Amendment Maps.

The amendment is 'Complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

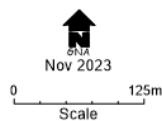


Current Scheme Map



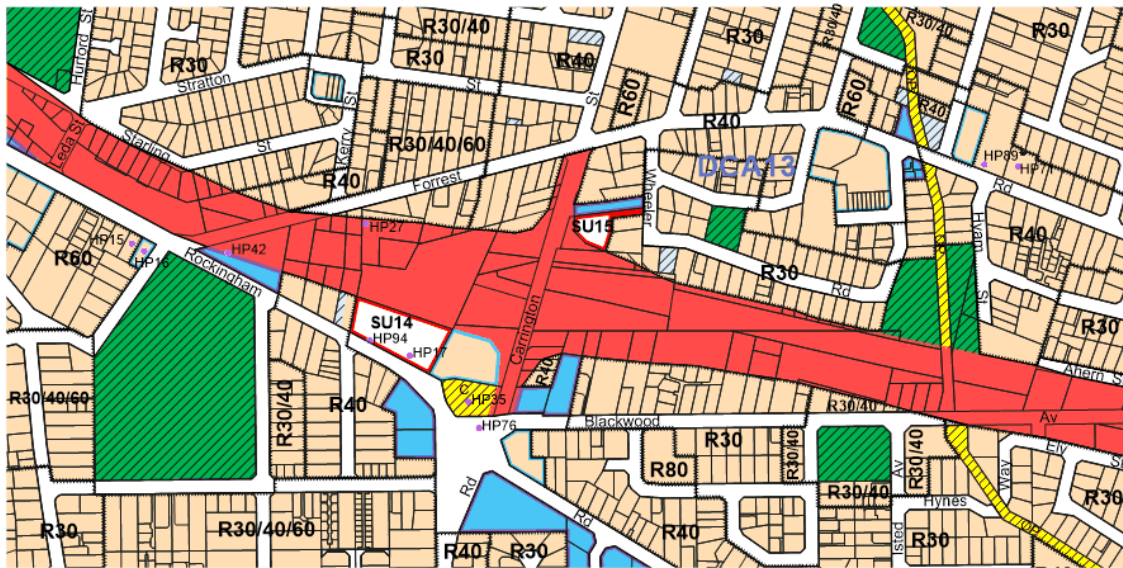
Scheme Amendment Map

GENERAL	REGION RESERVES	LOCAL RESERVES	ZONES
Scheme Boundary	Primary Regional Roads	Parks and Recreation	Residential
Residential Density Codes		Lakes and Drainage	Local Centre
Heritage Place		Local Road	Mixed Business
SPECIAL CONTROL AREAS:			Development
Development Areas			Special Use
Development Contribution Areas			No Zone

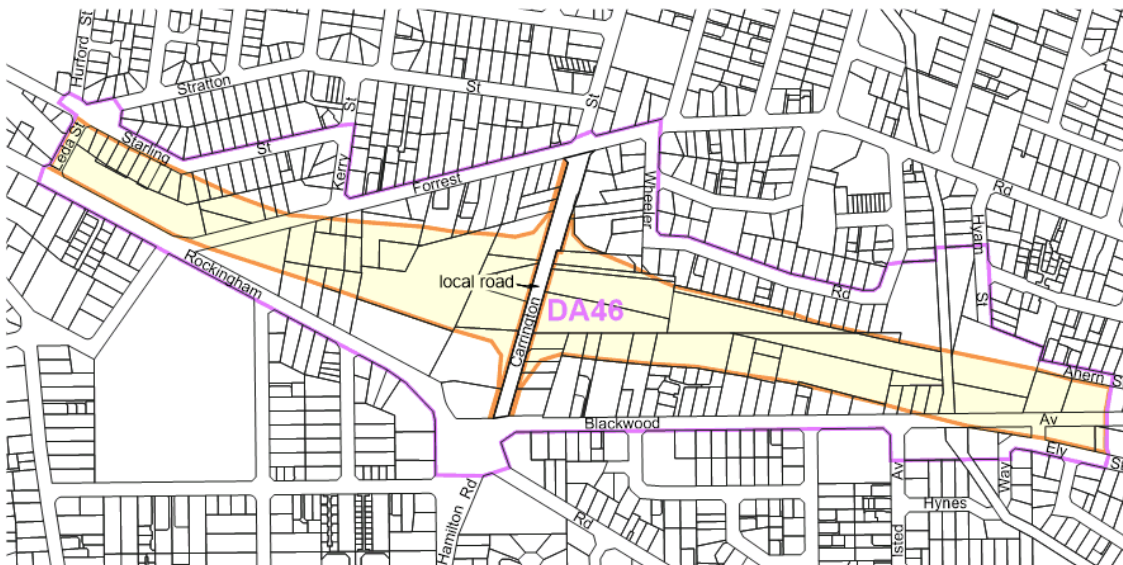


Amendment No.166
Town Planning Scheme No.3

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Current Scheme Map



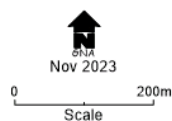
Scheme Amendment Map

GENERAL
R20 Residential Density Codes
 HP1 Heritage Place
SPECIAL CONTROL AREAS:
DA1 Development Areas
DCA1 Development Contribution Areas

REGION RESERVES
 Primary Regional Roads

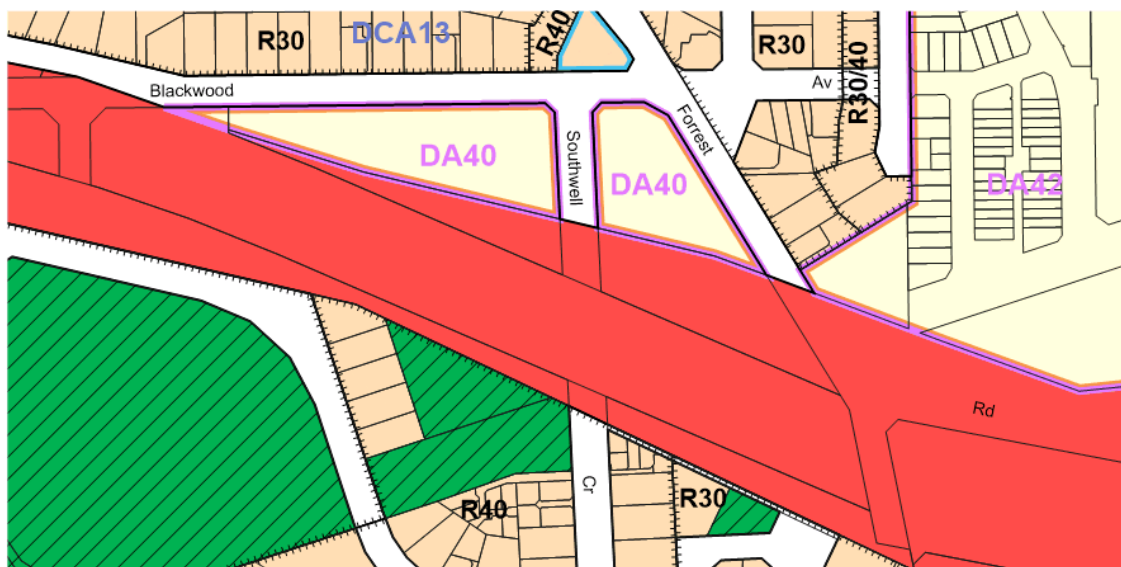
LOCAL RESERVES
 Parks and Recreation
 Lakes and Drainage
 Local Road
 Public Purposes - Civic
 Public Purposes - Oil Pipeline

ZONES
 Residential
 Local Centre
 Mixed Business
 Development
SU1 Special Use



Amendment No.166
 Town Planning Scheme No.3

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Current Scheme Map



Scheme Amendment Map

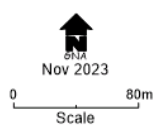
GENERAL
R20 Residential Density Codes

SPECIAL CONTROL AREAS:
DA1 Development Areas
DCA13 Development Contribution Areas

REGION RESERVES
 Primary Regional Roads

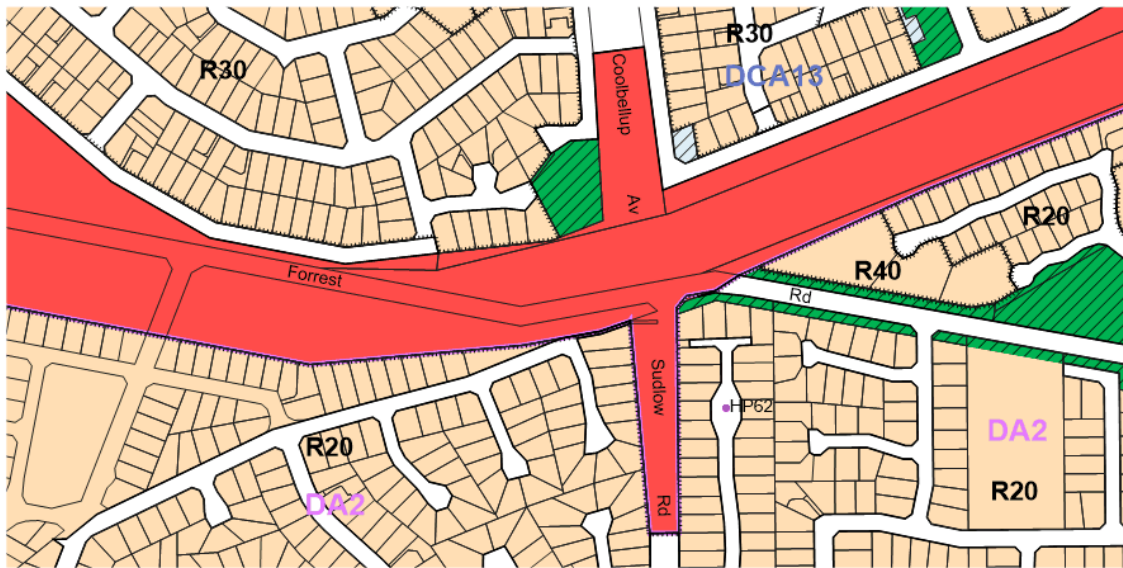
LOCAL RESERVES
 Parks and Recreation
 Local Road

ZONES
 Residential
 Local Centre
 Development



Amendment No.166
 Town Planning Scheme No.3

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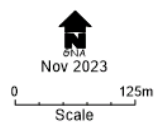


Current Scheme Map



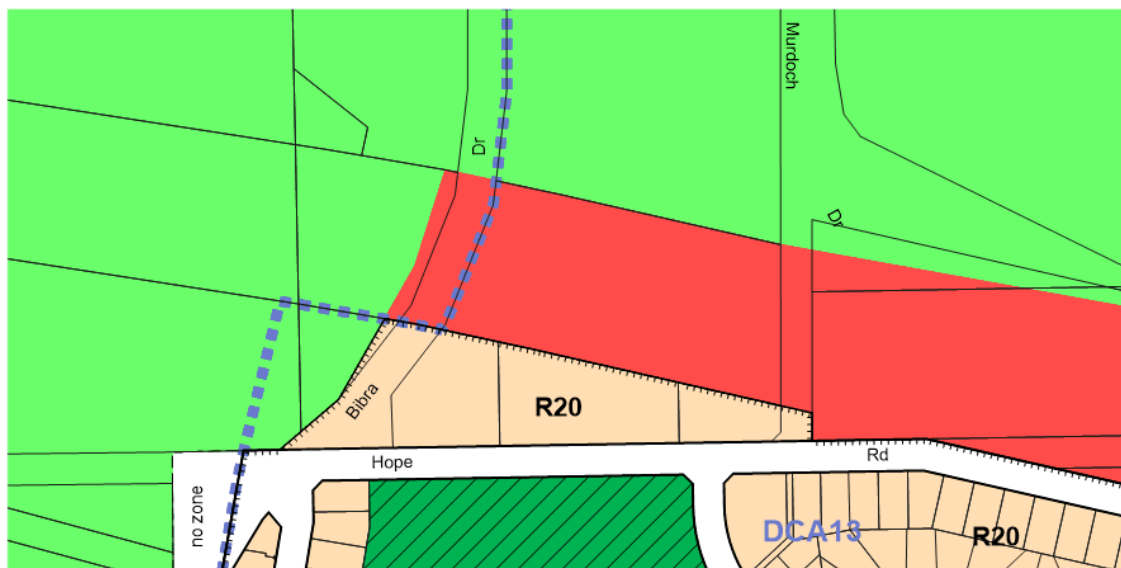
Scheme Amendment Map

GENERAL		REGION RESERVES	LOCAL RESERVES	ZONES
R20	Residential Density Codes	Primary Regional Roads	Parks and Recreation	Residential
HP1	Heritage Place		Lakes and Drainage	
SPECIAL CONTROL AREAS:			Local Road	
DA1	Development Areas			
DCA1	Development Contribution Areas			



Amendment No.166
Town Planning Scheme No.3

4 of 5



Current Scheme Map



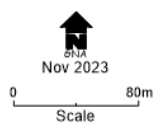
Scheme Amendment Map

GENERAL
R20 Residential Density Codes
SPECIAL CONTROL AREAS:
DCA13 Development Contribution Areas

REGION RESERVES
 Green Parks and Recreation
 Red Primary Regional Roads

LOCAL RESERVES
 Green Parks and Recreation
 White Local Road

ZONES
 Orange Residential
 Dashed No Zone



Amendment No.166
 Town Planning Scheme No.3

5 of 5

This Complex Amendment was adopted and is recommended for initiation by resolution of the City of Cockburn at the Ordinary Meeting of the Council held on the ____ day of _____, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

MAYOR

(Seal)

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

DATE _____

APPROVAL GRANTED

MINISTER FOR PLANNING

DATE _____

APPENDIX A

MRS (Major) Amendment 1404/41
Lushfire & Planning - Bushfire Management Plan
(Bushfire Hazard Assessment) Extracts



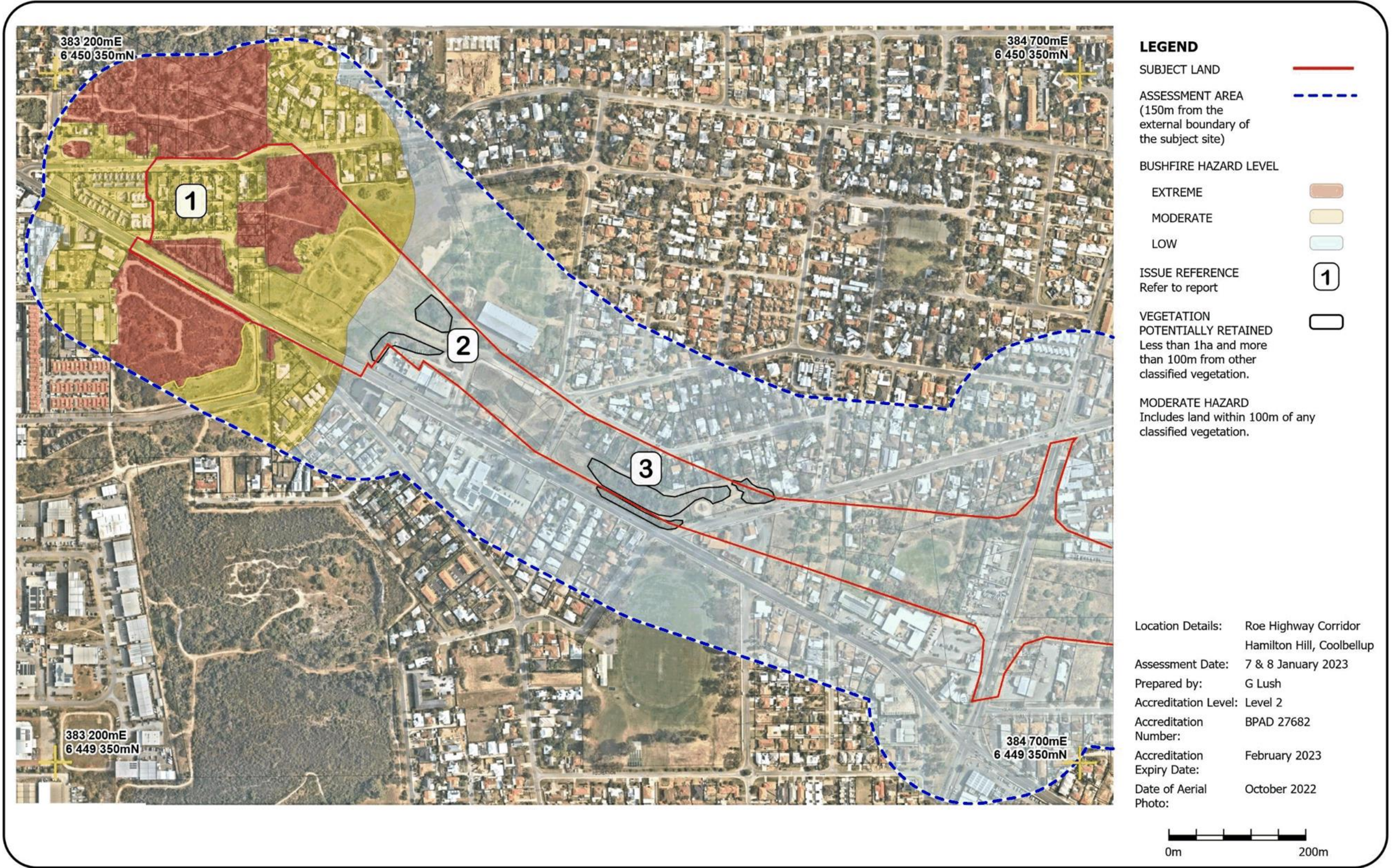


FIGURE 8
BUSHFIRE HAZARD LEVEL ASSESSMENT -
SHEET 1



Job No	22-014
Rev	Description
A	Preliminary
B	Review Mods

Date	6/05/2022
	27/01/2023



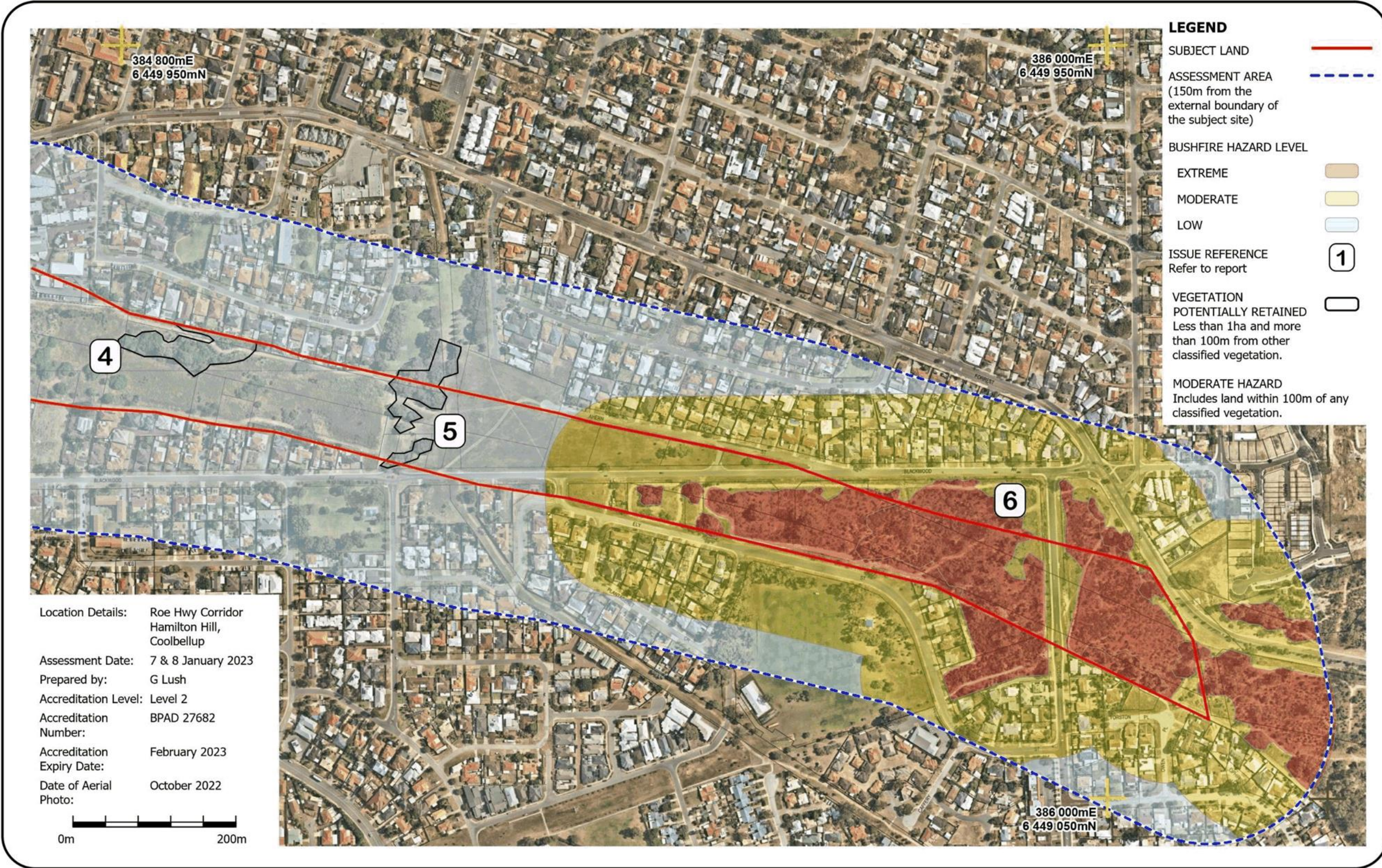


FIGURE 8
BUSHFIRE HAZARD LEVEL ASSESSMENT - SHEET 2



Job No 22-014		
Rev	Description	Date
A	Preliminary	6/05/2022
B	Review Mods	27/01/2023



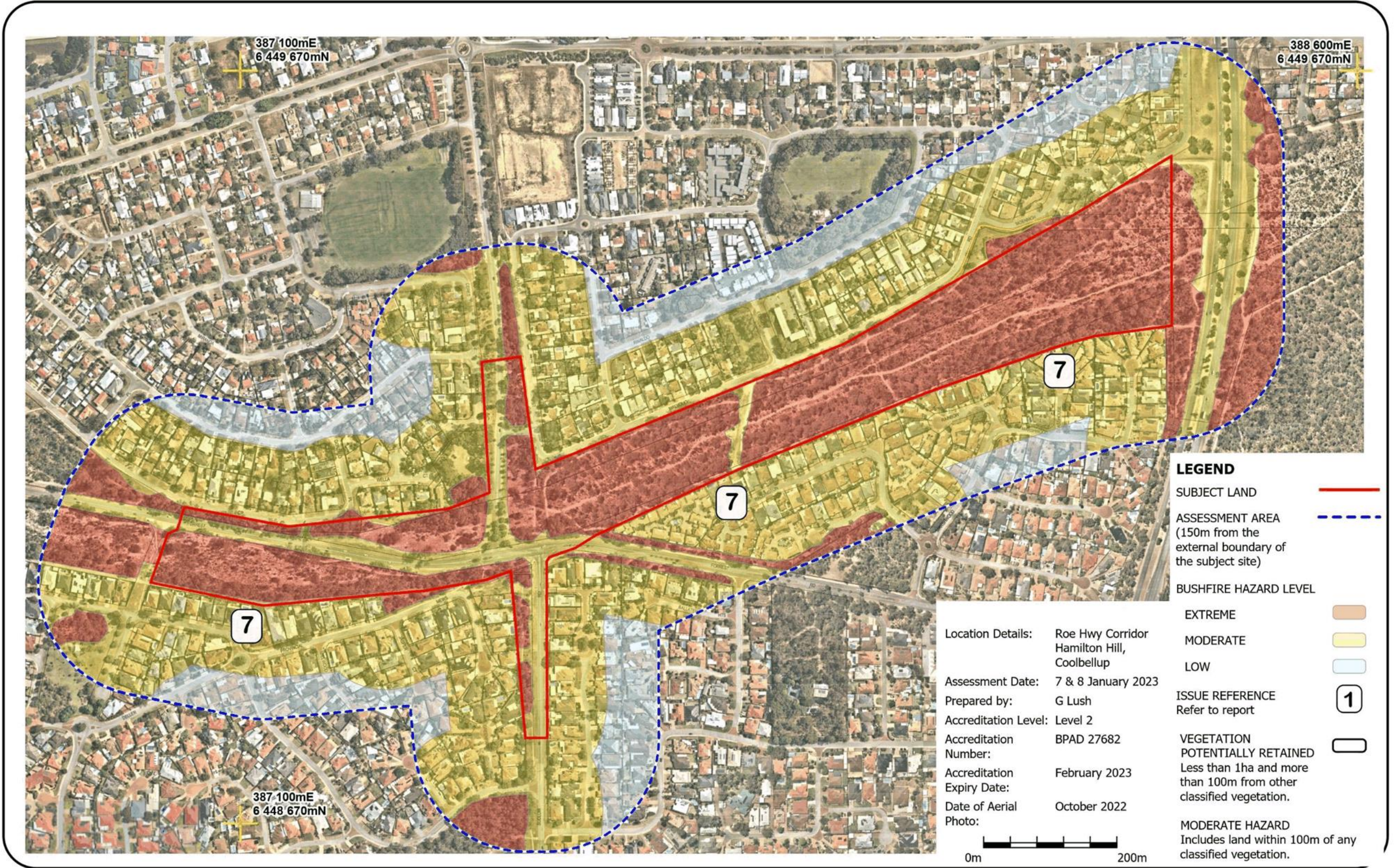
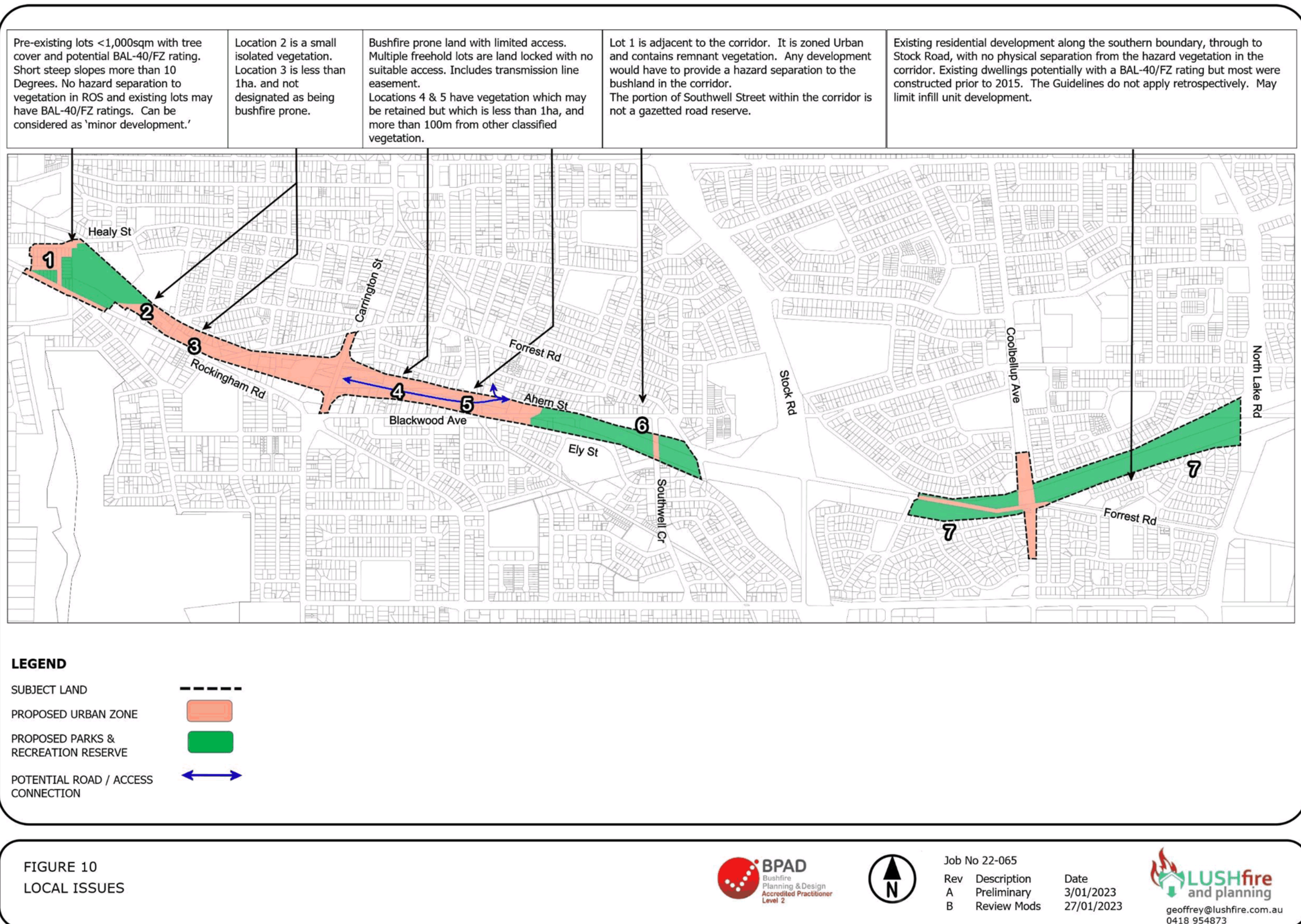


FIGURE 8
BUSHFIRE HAZARD LEVEL ASSESSMENT - SHEET 3



Job No 22-014		
Rev	Description	Date
A	Preliminary	6/05/2022
B	Review Mods	27/01/2023





Roe 8 West & 9 Corridor Planning Study

Table 3 BPC Compliance

Development Design Requirement	Region Scheme Amendment	Local Planning Scheme Amendment	Structure Plan / Local Development Plan	Subdivision Application
Element 1 Location				
A1.1 Development Location	Only a portion of the study area is designated as being bushfire prone. This BHL report has considered the district context of the site, noting that in relation to the proposed Parks and Recreation reserve that the Amendment is recognising the existing vegetation and open space areas of regional importance. The proposed Urban zone can be either developed for a range of uses or the existing vegetation can be protected as local open space which will be determined in the subsequent amendment to the Local Planning Scheme.	Following the MRS Amendment, the Local Planning Scheme will have to be amended to be consistent with the MRS. This local amendment will assign local zoning provisions, which will require further justification in a revised BHL report.	Preparation of a bushfire management plan to support any structure plan. The BMP is to confirm compliance with the Bushfire Protection Criteria and in particular: <ul style="list-style-type: none"> the management and vegetation classification of any local POS areas; the management of any hazard interface and separation zone; internal access provisions. 	Prepare a BMP to reflect any subdivision design. Proposed BAL ratings to be confirmed when lot layout is known. Restricting development in portions of land with a BAL-40/FZ rating to be implemented by a Local development Plan or restrictive covenant. Any staging would require interim measures.
Element 2 Siting and Design				
A2.1 Asset Protection zone (APZ).	This is not relevant to the LPS Amendment as there is no detailed subdivision to assess the APZs.	This is not relevant to the LPS Amendment as there is no detailed subdivision to assess the APZs.	The structure plan design needs to ensure that there is a suitable setback between hazard areas and development sites which can contain an appropriate APZ. The APZs are unlikely to be fully contained within each lot and so this will require the use of other land such as a road reserve.	Prepare a BMP to reflect any subdivision design. The revised BMP will confirm the location and size of the APZs based upon a BAL-29 setback.
Element 3 Vehicular Access				
A3.1 Public Road (SP Sb Do)	The existing roads comply with the public road standards.	Some existing roads in the study area are not on gazetted road reserves. This should also consider potential access requirements to land locked lots.	The road design is expected to comply with design requirements in Liveable Neighbourhoods. A structure plan can address	The road design is to comply with design requirements and this will be confirmed in the revised BMP. Interim access for staging is to be

Roe 8 West & 9 Corridor Planning Study

Development Stage Design Requirement	Region Scheme Amendment	Local Planning Scheme Amendment	Structure Plan / Local Development Plan	Subdivision Application
			resubdivision and access issues for land locked areas.	provided by public road connections.
A3.2a Multiple access routes (SP Sb Do)	The study area is located in an existing urban area with district and local access multiple directions.	The site has multiple access routes at both the district and local level.	Any structure plan would have to ensure that multiple internal access routes are to be provided connecting to the external road network.	Would be in accordance with the structure plan and bushfire management plan. Any staging would require interim access measures.
A3.2b Emergency access way (SP Sb Do)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	It may be applicable depending upon the subdivision design.	Would be provided in accordance with the structure plan and bushfire management plan. Any staging would require interim access measures.
A3.3 Through-roads (SP Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Any Cul-de-sac's and dead-end roads would have to be justified in the BMP as they are to be avoided in bushfire prone areas because they do not provide access in different directions for residents.	Any Cul-de-sac's and dead-end roads would have to be justified in the BMP as they are to be avoided in bushfire prone areas because they do not provide access in different directions for residents.
A3.4a Perimeter roads (SP Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	A structure plan would identify the primary hazard areas and provide justification for not providing a perimeter road.	The requirement for a suitable separation distance may affect the road design width as this could be more than 20m. Would be shown in the revised BMP.
A3.4b Fire service access route (SP Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Any FSAR would have to be justified as they can only be provided as a link to public roads 'where no alternative exists'.	The BMP would have to provide any information why no alternative exists to providing a public road in place of any proposed EAW's. Any staging would require interim access measures.
A3.5 Battle-axe access legs (Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable unless there is a subdivision design.	Any battle axe lot would have to be justified as these are to be avoided in bushfire prone areas.

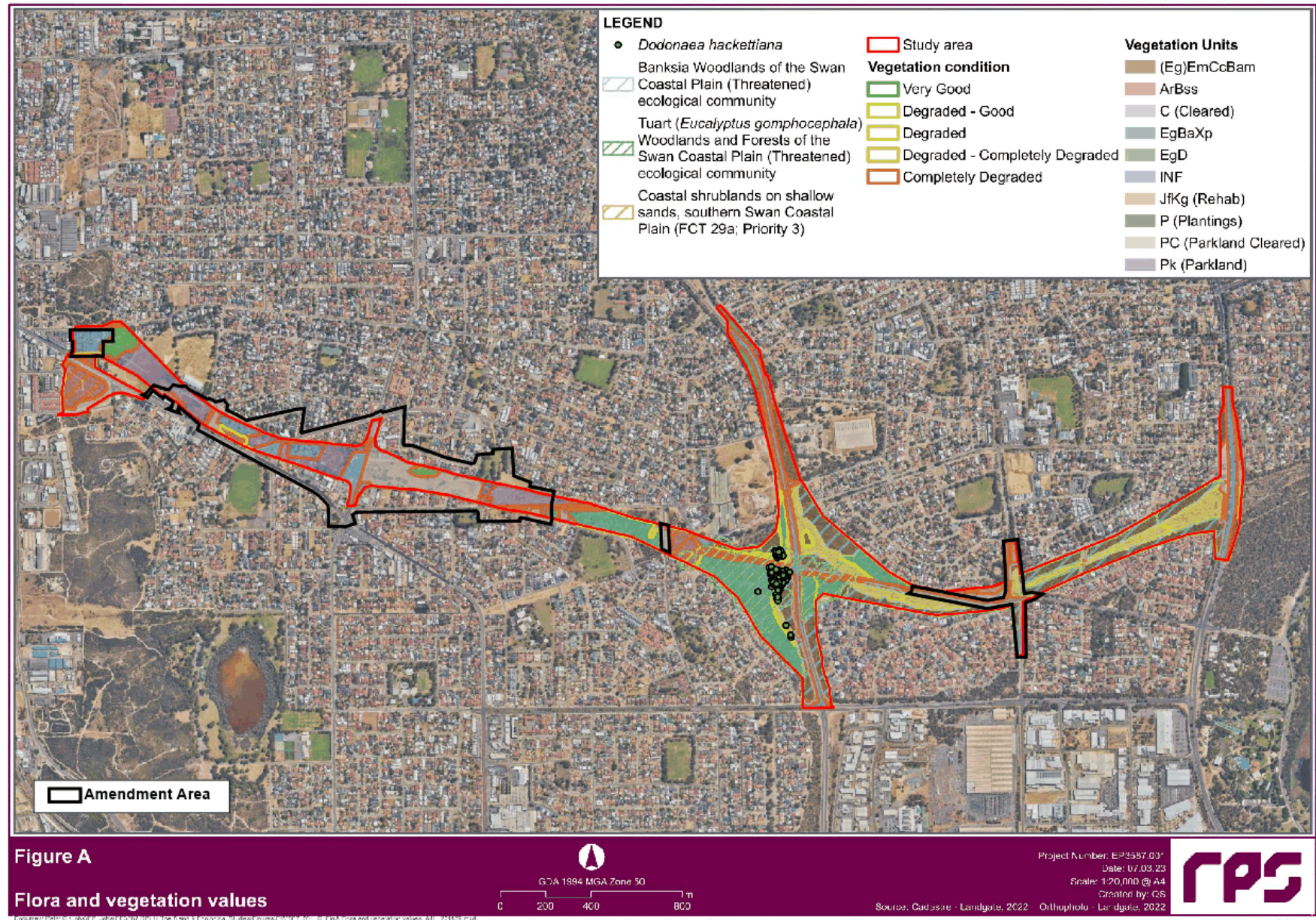
Roe 8 West & 9 Corridor Planning Study

Development Stage Design Requirement	Region Scheme Amendment	Local Planning Scheme Amendment	Structure Plan / Local Development Plan	Subdivision Application
A3.6 Private driveways (Dd Do)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Is unlikely to be applicable in a developed urban area.	Is not applicable.
Element 4 Water				
A4.1 Identification of future water supply (SP)	The land adjacent to the study area has a reticulated water supply with the expected capacity to service the land.	The land adjacent to the study area has a reticulated water supply with the expected capacity to service the land.	Any structure plan would have to demonstrate the ability to provide serviced to proposed lots.	Extension and connection to a reticulated water supply would be expected as a condition of subdivision.
A4.2 Provision of water for firefighting purposes (Sb Dd Do)	The subject land where developed is expected to be provided with fire hydrants.	The land locked lots have no water supply which would have to be extended to service them. Alternatively, any development would require a static water supply for fire fighting.	Any structure plan would have to demonstrate the ability to provide serviced to proposed lots.	The provision of fire hydrants would be expected as a condition of subdivision.
High Risk Land Uses				
Proposed high risk land uses need special consideration.	High risk land uses are more likely to occur in the 'Industrial' zone but some minor ones such as petrol stations can occur in the Urban zone.	Can be controlled through the provisions of Local Planning Scheme zoning and development provisions.	Location issues can be address in any Local Structure Plan / Development Plan, with a detailed Bushfire Management Plan.	Not applicable if addressed in the previous planning stages.
Vulnerable Land Uses				
Proposed vulnerable land uses need special consideration.	These are consistent with the Urban zone and there are several schools within the study area.	Can be controlled through the provisions of Local Planning Scheme zoning and development provisions.	Location issues can be address in any Local Structure Plan / Development Plan, with a detailed Bushfire Management Plan.	Not applicable if addressed in the previous planning stages.

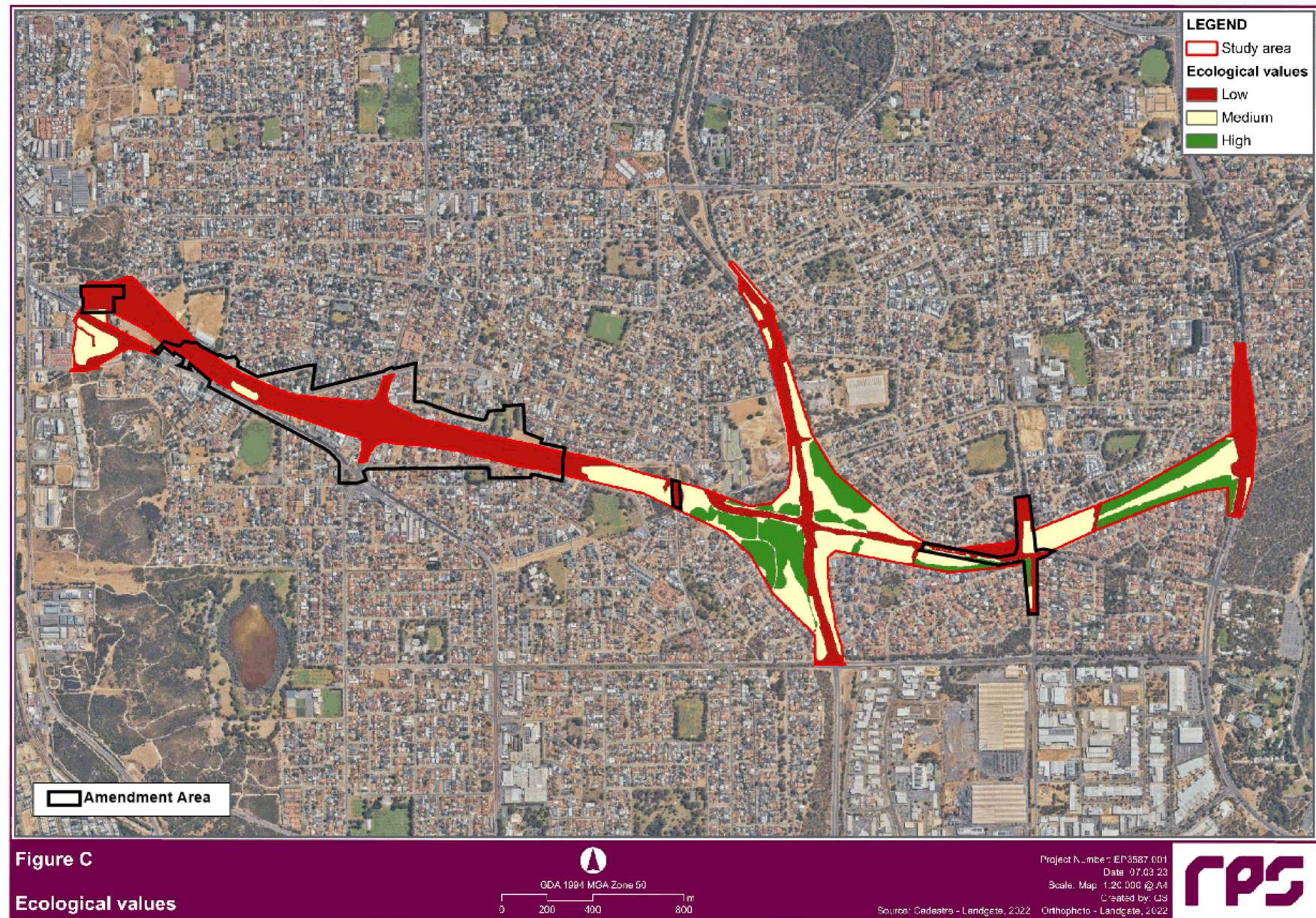
APPENDIX B

MRS (Major) Amendment 1404/41
RPS – Environmental Summary Report Extracts









14.1.3 Initiation and Final Adoption of (Basic) Amendment No.169 to Town Planning Scheme No. 3 - Partial Rationalisation of Development Area 37 (Calleya Estate - Treeby)

Executive	Chief of Built and Natural Environment
Author	Strategic Planning Coordinator
Attachments	1. Draft Scheme Amendment No.169 Report ↓
Location	Treeby
Owner	Various
Applicant	City of Cockburn
Application	109/169
Reference	

RECOMMENDATION

That Council:

- (1) AMENDS the City of Cockburn Town Planning Scheme No.3, pursuant to Section 75 of the *Planning and Development Act 2005*, by:
 1. Rezoning various lots within 'Development Area 37' from 'Development' to 'Residential (R25)', 'Residential (R30)', 'Residential (R40)', 'Residential (R60)', 'Mixed Use' and 'Local Centre (R80)', as depicted on the Scheme Amendment Map.
 2. Reclassifying land within 'Development Area 37' from the 'Development' zone to a local reserve for 'Parks and Recreation', 'Local Road', 'Public Purposes (Civic)', 'Public Purposes (Primary School)' and/or 'Public Purposes (Water Corporation)', as depicted on the Scheme Amendment Map.
 3. Reclassifying Lot 867 Dollier Sreet, Treeby (Reserve 47750) from the 'Resource' zone to a local reserve for 'Lakes and Drainage'.
 4. Reclassifying Lot 1 Solomon Road, Treeby from a 'Local Road' to a local reserve for 'Public Purposes (Water Corporation)'.
 5. Reclassifying the northern portion of Lot 700 Clementine Boulevard, Treeby (Reserve 53280) from a 'Local Road' to a local reserve for 'Parks and Recreation'.
 6. Reducing the extent of the 'Development Area 37' special control area boundary, as depicted on the Scheme Amendment Map;
- (2) DETERMINES that the Amendment is 'basic' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it satisfies the following criteria of Part 5, Division 1, Regulation 34:
 - It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan for the same land; and/or is
 - Proposing zoning/reservation changes that are purely administrative in nature.

and REFERS the Amendment to the Western Australian Planning Commission, pursuant to Part 5, Division 1, Regulation 58 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for its consideration;

- (3) REFERS the Amendment to the Environmental Protection Authority (EPA), pursuant to Section 81 of the *Planning and Development Act 2005*, by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with Section 48A of the *Environmental Protection Act 1986* in relation to the proposed scheme amendment;
- (4) Upon compliance with Sections 81 and 82 of the *Planning and Development Act 2005*, DELEGATES authorisation and submission of the amendment documentation to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning; and
- (5) NOTES the intention to partially revoke the following Structure Plan, pursuant to Schedule 2, Part 4, Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, upon approval of Amendment No.169:

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan (Calleya Estate)	23/4/2020	SPN/0521

Background

Structure plans are important planning instruments, regularly used to coordinate the subdivision and development of land, particularly in new, greenfield locations.

Reflective of its rapid urbanisation over the past 20+ years, the City currently has over 150 local structure plans (LSP) operating within its scheme area, many of which are substantially subdivided and/or have been built out.

When the *Planning and Development (Local Planning Scheme) Regulations* were released in 2015, a key change involved the introduction of a 10-year time limit to the validity of structure plans.

Plans approved prior to this date were automatically given a 10-year timeframe from when the regulations were adopted.

Under the State Planning Framework, once a structure plan has served its purpose (typically once all the lots have been subdivided and physically created), the zones and reserves are to be transferred into the Scheme and the Structure Plan revoked.

This process, commonly referred to as structure plan 'rationalisation', ensures the City retains appropriate planning mechanisms to guide and control future use and/or redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply) into the future, consistent with community expectations.

This proposal is part of a series of Scheme Amendments required to rationalise large portions of the City's urban areas ahead of several existing structure plans expiring upon the 10-year anniversary of the Regulations coming into effect (19 October 2025).

Submission

N/A

Report

The following Structure Plan has been fully implemented:

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan	23/04/2020	SPN/0521

The purpose of this amendment is simply to:

- Transfer the zones and reserves shown on the approved local structure plan into Town Planning Scheme No.3 (TPS3)
- Partially revoke the structure plan as depicted on the Scheme Amendment map
- Adjust the boundary of Development Area 37 (DA37) special control area.

In addition, Scheme Amendment No.169 proposes address minor anomalies on adjoining land, by transferring them into local reserves consistent with their established use and existing tenure.

Development Area 37

Development Area 37 (DA37) was created in October 2013 via Scheme Amendment No.95 (SA95), in response to the gazettal of Metropolitan Region Scheme (MRS) Amendment 1221/41 which rezoned:

- Lots 9002 Armadale Road, 9004 Jandakot Road and 132 Fraser Road from the 'Rural-Water Protection' to the 'Urban' zone
- Lot 701 (former Lot 1) Armadale Road, from the 'Rural-Water Protection' to the 'Urban Deferred' zone.

The deferred zoning of Lot 701 was requested by Main Roads WA due to potential land requirements associated with the North Lake Bridge / Armadale Road realignment.

Following finalisation of the regional road designs, the land's deferred status was lifted by the Western Australian Planning Commission in March 2014 via MRS Amendment 1269/27.

The special provisions inserted into Table 9 via SA95 sought to enable the development of a mixed-use neighbourhood inclusive of compatible commercial and industrial (light and service industry) uses that provide an appropriate interface and

transition to the adjoining Solomon Road Development Area and provided for safe and efficient pedestrian connections to/from the Cockburn Central Railway Station.

As there remain portions of DA37 yet to be developed (in particular, Lot 701 Armadale Road and the two portions of Lot 9056 Bluegrass Street) complete deletion of DA37 and its special provisions is not proposed at this time, rather just a reduction to the extent of DA37 special control area boundary to reflect the outcome of this proposal.

A further reduction will occur as a result of Scheme Amendment #172 which focuses on the rezoning of land in and around the Treeby Local Centre.

Local Structure Plan

Structure Plan 37A - Banjup Quarry Local Structure Plan (which covers the majority of the DA37 area), identifies an integrated local road and public open space (POS) / drainage network plus a range of low, medium and high-density housing (R20 to R80), serviced by local and neighbourhood level commercial, educational and recreational facilities.

All the proposed zones and reserves shown on the Structure Plan maps (the subject of this proposal), directly correlate to zonings and reserves in the Scheme.

All the public roads have been constructed, and all other public reserves embellished to the required standard and transferred into either public or utility operator ownership, in accordance with the applicable subdivision approvals.

Further detail on both Development Area 37 and Structure Plan 37A are included in the Draft Scheme Amendment No.169 Report (refer Attachment 1).

Type of Amendment

This scheme amendment is considered a 'Basic' Amendment under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* on the basis that it involves:

- a) zoning land consistent with an approved structure plan for the same land; or
- b) reserving adjacent land consistent with their established use and tenure.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- A City that is 'easy to do business with'.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

Not applicable - the Scheme Amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24 budget allocation.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

Community Consultation

Part 5 (Division 1, Regulation 34) of the *Planning and Development (Local Planning Schemes) Regulations 2015* identifies three scheme amendment types: basic, standard, and complex.

The changes proposed by Scheme Amendment No.169 meet the definition of a 'Basic' Scheme Amendment. Such proposals do not typically require public advertisement.

Advertising will only occur if the Minister for Planning specifically directs the City to do so (pursuant to s.83A of the *Act* and/or r.61 of the *Regulations*), or the Western Australian Planning Commission disagrees with the City's determination of the 'type' of Scheme Amendment (i.e. that it should instead be processed as a 'standard' or 'complex' scheme amendment, pursuant to r.59 of the *Regulations*).

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal.

It is considered the officer recommendation is appropriate.

If the Scheme Amendment does not proceed (or is ultimately refused by the Minister for Planning):

- an opportunity will be missed to simplify the planning framework and remove additional layers of planning (a structure plan) that has served its purpose
- the City will need to consider alternatives to ensure an appropriate local planning framework is in place to guide future land use and/or redevelopment proposals in the area ahead of the structure plans expiring on 19 October 2025.

Advice to Proponent(s)/Submitters

N/A

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

Nil



Town Planning Scheme No.3
Amendment No.169
(Basic)

*Partial Rationalisation of Development Area 37
Calleya Estate & Surrounds (Treeby)*

DECEMBER 2023

Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.169

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Rezoning various lots within 'Development Area 37' from 'Development' to 'Residential (R25)', 'Residential (R30)', 'Residential (R40)', 'Residential (R60)', 'Mixed Use' and 'Local Centre (R80)', as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 37' from the 'Development' zone to a local reserve for 'Parks and Recreation', 'Local Road', 'Public Purposes (Civic)', 'Public Purposes (Primary School)' and/or 'Public Purposes (Water Corporation)', as depicted on the Scheme Amendment Map.
3. Reclassifying Lot 867 Dollier Street, Treeby (Reserve 47750) from the 'Resource' zone to a local reserve for 'Lakes and Drainage'.
4. Reclassifying Lot 1 Solomon Road, Treeby from a 'Local Road' to a local reserve for 'Public Purposes (Water Corporation)'.
5. Reclassifying the northern portion of Lot 700 Clementine Boulevard, Treeby (Reserve 53280) from a 'Local Road' to a local reserve for 'Parks and Recreation'.
6. Reducing the extent of the 'Development Area 37' special control area boundary, as depicted on the Scheme Amendment Map.

The Amendment is 'Basic' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan for the same land; and/or is
- Proposing zoning/reservation changes that are purely administrative in nature.

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan(s):

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan	23/4/2020	SPN/0521

Upon the amendment taking effect 'partial' revocation of the above approved structure plan is to occur. The balance of this structure plan forms the subject of a separate Scheme Amendment.

Dated this day of 20.....

CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

1.0 INTRODUCTION

Local Structure Plan 37A has been fully implemented.

The purpose of this basic scheme amendment is to transfer most of the zones and reserves shown for this structure plan area into Town Planning Scheme No.3 (TPS3), to ensure the City maintains appropriate development control once the structure plan expires on 19 October 2025.

This process is referred to as the rationalisation of a structure plan.

2.0 BACKGROUND

Development Area 37 (DA37) was created in October 2013 via Scheme Amendment #95, in response to the gazettal of Metropolitan Region Scheme (MRS) Amendment 1221/41 which rezoned:

- Lots 9002 Armadale Road, 9004 Jandakot Road and 132 Fraser Road from the 'Rural-Water Protection' to the 'Urban' zone; and
- Lot 701 (former Lot 1) Armadale Road, from the 'Rural-Water Protection' to the 'Urban Deferred' zone.

The deferred zoning of Lot 701 was requested by Main Roads WA due to potential land requirements associated with the North Lake Bridge / Armadale Road realignment. Following finalisation of the regional road designs, the land's deferred status was lifted by the Western Australian Planning Commission in March 2014 via MRS Amendment 1269/27.

DA37 currently contains one endorsed structure plan, as per below:

Structure Plan #	Address	Endorsement Date	Amendment Type Required
37A	Banjup Quarry Local Structure Plan (Calleya Estate)	23/4/2020	Basic / Standard

The extent of DA37 (thick black dashed line) and this scheme amendment proposal (solid red line), are depicted on **Figures 1 and 2**.

Three lots directly adjacent but external to the approved Structure Plan (outlined in blue) involve reserving the land consistent with their existing or proposed tenure. Portions of the Local Centre (outlined in yellow) form the subject of a separate complimentary 'Standard' Scheme Amendment (#172).

Lot 701 Armadale Road and Lot 9056 Bluegrass Street (dashed light blue line) are currently undeveloped with Lot 701 yet to form the subject of an approved local structure plan and Lot 9056 still in private ownership, pending the development of Lot 701. As a result, these two lots are not being rationalised at this time and will retain their existing 'Development' zoning as the final remnant portions of DA37.

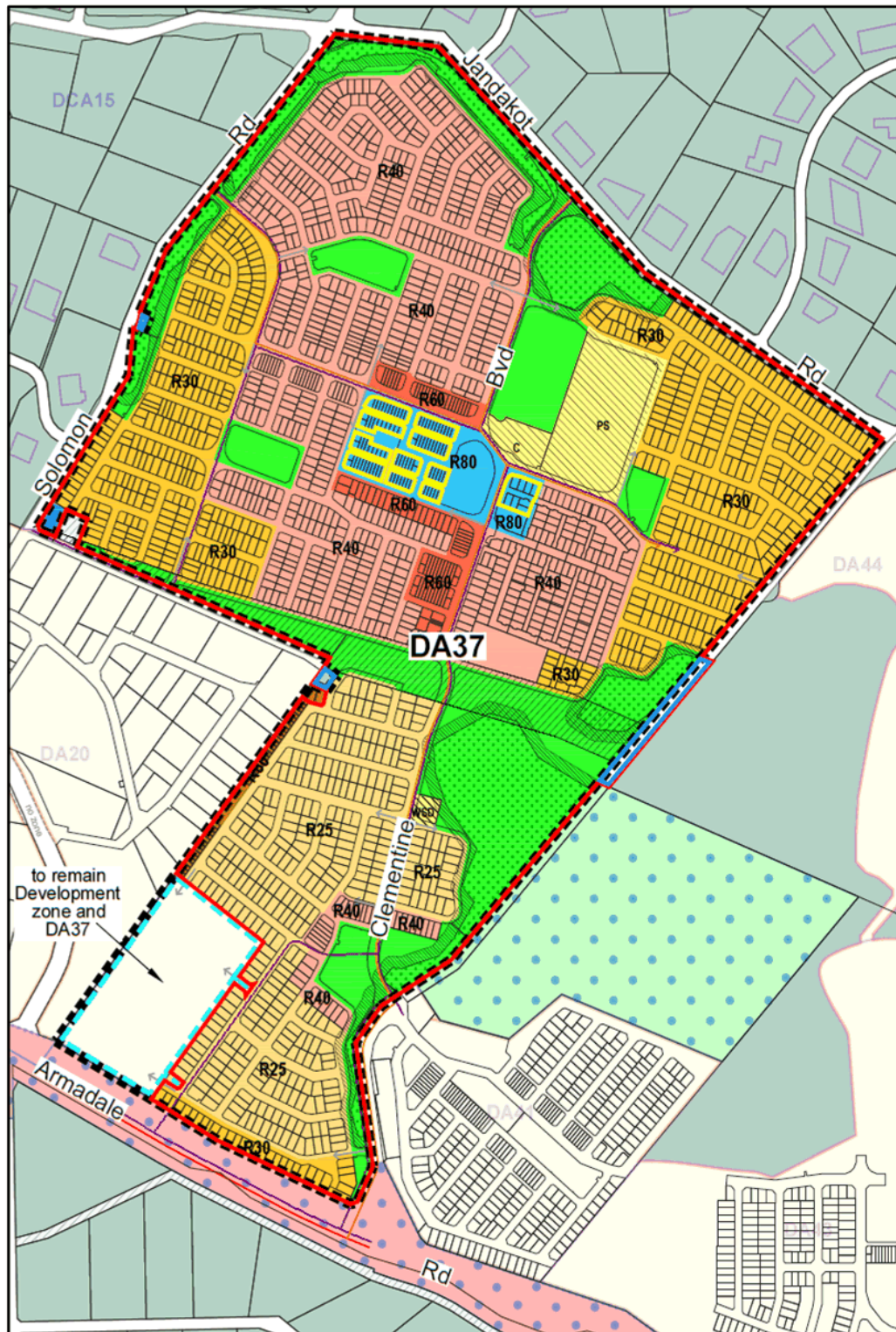


Figure 1 – DA 37, Amendment and WAPC Approved Structure Plan Extents

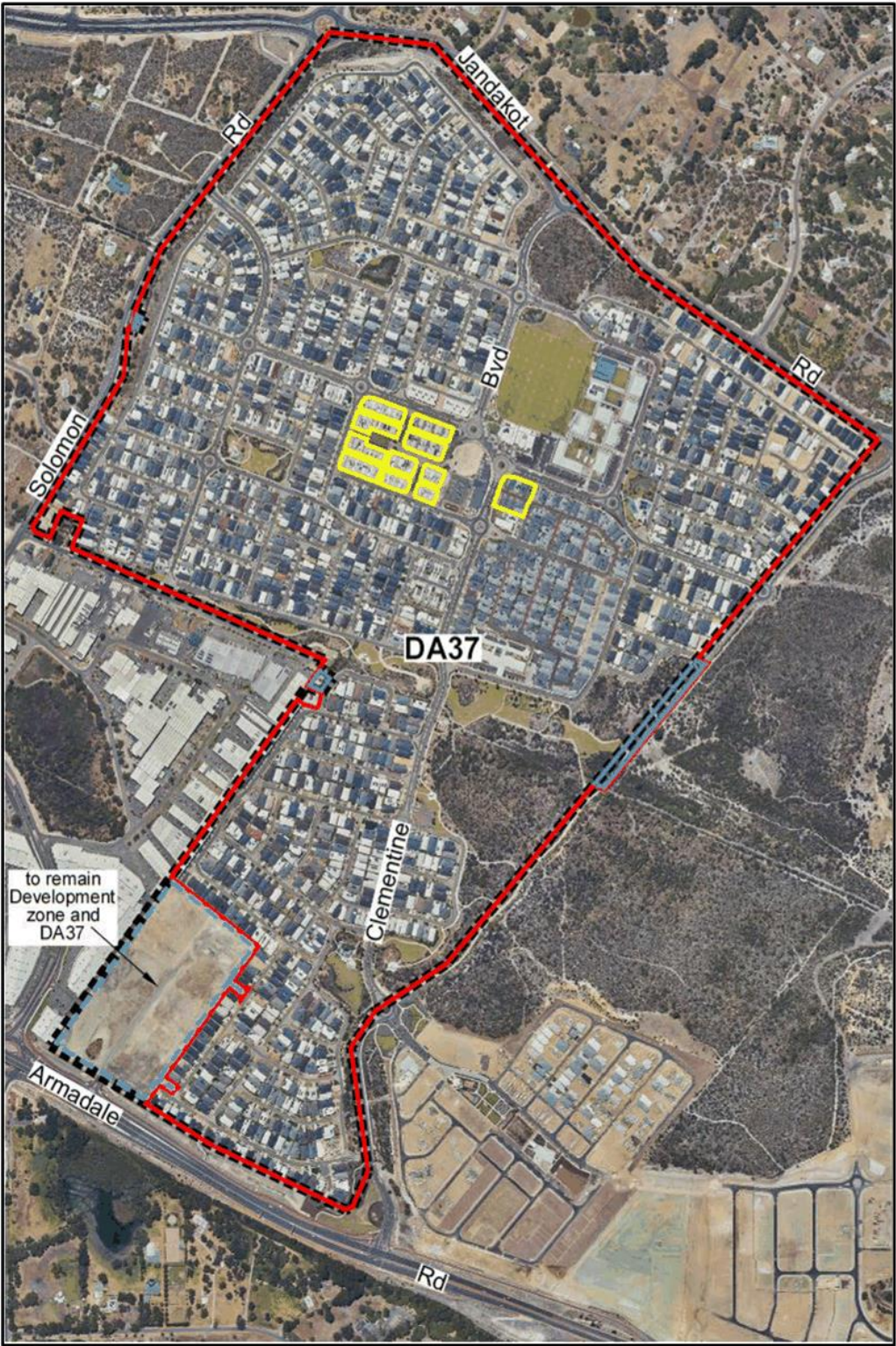


Figure 2 – Aerial Photograph showing extent of completed Subdivision and Development

The affected area is currently covered by several Local Development Plans (LDP's). This amendment has no effect on the operation of those instruments which will remain in effect until they expire on (or after) 19 October 2025.

3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This amendment is considered a 'basic' amendment, which Regulation 34 describes as any of the following amendments to a local planning scheme:

- a) *an amendment to correct an administrative error;*
- b) *an amendment to the scheme so that it is consistent with the model provisions in Schedule 1 or with another provision of the local planning scheme;*
- c) *an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2;*
- d) *an amendment to the scheme so that it is consistent with any other Act that applies to the scheme or the scheme area;*
- e) *an amendment to the scheme so that it is consistent with a State planning policy;*
- f) *an amendment to the scheme map to include a boundary to show the land covered by an improvement scheme or a planning control area;*
- g) *an amendment to the scheme map that is consistent with a structure plan, activity centre plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme currently includes zones of all the types that are outlined in the plan;*
- h) *an amendment that results from a consolidation of the scheme in accordance with section 92(1) of the Act;*
- i) *an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area if the amendment will have minimal effect on the scheme or landowners in the scheme area.*

This proposed amendment satisfies parts (a) and (g) of the above criteria.

Specifically, it is an amendment to the local planning scheme map that involves zoning land consistent with an approved structure plan for the same land or reserving adjacent land consistent with their established use and existing tenure.

4.0 TOWN PLANNING CONTEXT

4.1 State Planning Framework

The entirety of DA37 is identified in the *South Metropolitan Peel Sub-Regional Planning Framework* and zoned 'Urban' under the Metropolitan Region Scheme.

4.2 City of Cockburn Local Planning Framework

Under TPS3, the area is zoned 'Development' and identified on the Scheme Map and in Table 9 of the Scheme Text as Development Area 37.

The purpose of the 'Development' zone is to trigger the requirement for a Structure Plan to guide further subdivision and/or development.

Table 9 allows specific 'provisions' to then be applied to defined Development Areas to inform the subsequent structure planning and subdivision processes. For DA37 it includes the following:

TABLE 9 – DEVELOPMENT AREA		
REF. NO.	AREA	PROVISIONS
DA 37	Banjup Quarry Redevelopment	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for an appropriate mix of residential and non-residential land uses, in order to support the objective for a mixed-use neighbourhood. Non-residential land uses may include compatible commercial and industrial (light and service industry) land uses, as a means to provide an appropriate interface and transition to the western adjoining Solomon Road Development Area 20. 3. The Structure Plan is to provide for safe and efficient pedestrian connections between DA37 and the Cockburn Central Railway Station.

The land also forms the subject of Development Contribution Areas 13 and 15 (DCA13 & DCA15) under TPS3. This amendment has no impact of the operation of these DCA's

5.0 PROPOSAL

Subdivision and development of substantive portions of DA37 (in particular the entirety of the land covered by Structure Plan 37A) is complete, meaning it has served its purpose and is no longer required.

This amendment therefore seeks to remove this area from DA37 and transfer the structure plan identified zonings and reservations for the land into the Scheme, ahead of the structure plan expiring on 19 October 2025.

It also includes addressing minor anomalies on adjoining land, by transferring them into local reserves consistent with their established use and existing tenure.

Development Area:

As there remain portions of DA37 yet to be developed (in particular, Lot 701 Armadale Road and Lot 9056 Bluegrass Street), complete deletion of DA37 and its special provisions is not proposed at this time, rather just a reduction to the extent of DA37 special control area boundary to reflect the outcome of this proposal.

A further reduction will occur as a result of Scheme Amendment #172 which focuses on the rezoning of land in and around the Treeby Local Centre.

Local Structure Plans (LSP):

Details on Structure Plan 37A (including the LSP map and an aerial of the area) are provided in this section to demonstrate our reasoning for rationalisation.

Treeby – Calleya Estate (37A)

Bounded by Solomon Road to the west, Jandakot Road to the north, Armadale Road to the south and Lot 5131 Jandakot Road and Lot 820 Ghostgum Avenue to the east, this Structure Plan identifies a comprehensive network of local roads and Public Open Space (POS), servicing primarily low residential density (R20) housing south of the 330kv powerline corridor that runs east-west through the middle of the estate, and medium residential density (R30 and R40) housing to the north.

Pockets of higher density (R40, R60 and R80) housing are located in high-amenity locations that have a direct relationship to the POS, Primary School and the Local Centre, or form part of a specialist housing product that makes use of the parapet/boundary walls adjacent the 'Light and Service Industry' zone along Biscayne Way.

This proposal seeks to rationalise all of Structure Plan 37A with exception to:

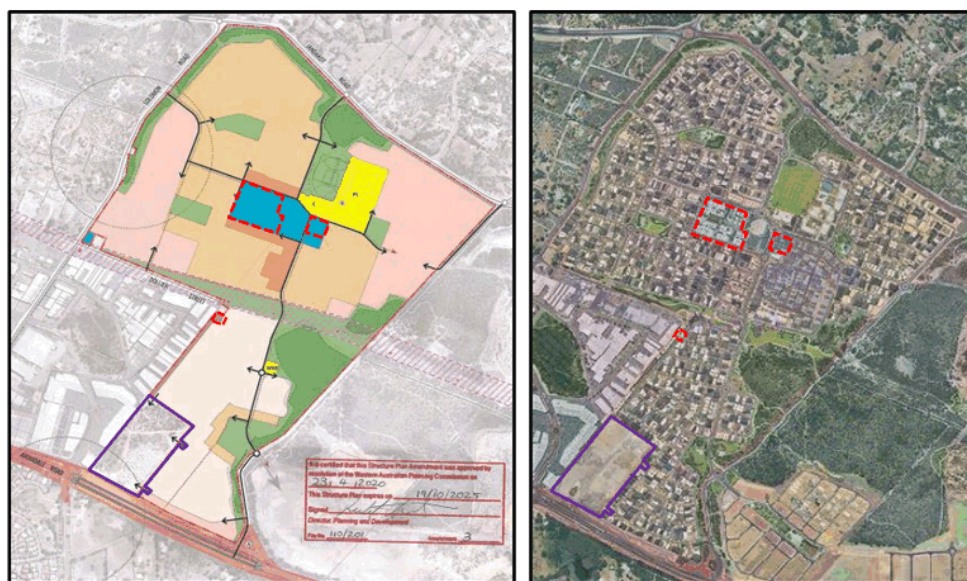
- The portion of the 'Local Centre' zone west of the IGA Supermarket;
- The 'Local Centre' zoned north-west corner of the retirement village;
- Lots 109 and 110 Wintergreen Crescent;

As the desired zonings or density codings do not directly match the zonings or codings of the approved Structure Plan, rationalisation of the above areas will occur via a separate 'standard' scheme amendment (Amendment #172) that will be advertised for public comment (refer to maps and table below for exact location).

As standard amendments typically involve a longer statutory process, revocation of the remaining portions of this Structure Plan will be sought through that proposal.

The other exception is the two portions of Lot 9056 Bluegrass Street. Whilst the northern piece is shown on the structure plan as a future local road, and the southern portion as a residential lot (despite currently being used as portion of a constructed cul-de-sac head), the long-term use of this land will not be known until structure planning of Lot 701 is advanced. In the meantime, as the land is in private ownership, reservation of either portion as a local road is not acceptable as it would create the potential for compensation via injurious affection.

All other land is proposed to be rezoned and/or reclassified from the 'Development' zone to the correlating zones and/or reserves identified on the Structure Plan map shown in **Appendix A**.



ZONES	
	RESIDENTIAL R25
	RESIDENTIAL R30
	RESIDENTIAL R40
	RESIDENTIAL R60
	RESIDENTIAL R80
	PUBLIC PURPOSES - PRIMARY SCHOOL
	PUBLIC PURPOSES - CIVIC

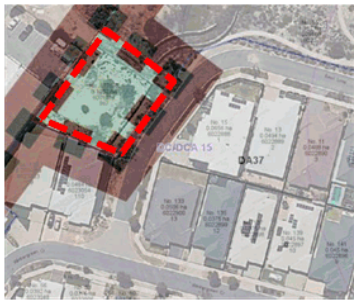

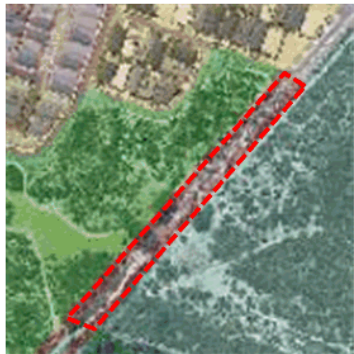
ZONES	
	PUBLIC PURPOSES - WATER AUTHORITY OF WA
	LOCAL CENTRE (R80)
	MIXED USE
RESERVATIONS	
	PRIMARY REGIONAL ROAD (MRS)
	PUBLIC OPEN SPACE

DA37 Areas excluded from Amendment #169 and included in Amendment #172 	Lots 3034-3085 Basanite Loop	DA37 Area excluded from both Amendments 	Lot 701 Armadale Road & (2 portions of) Lot 9056 Bluegrass Street
	Lots 3013-3033 Catseye Walk		
	Lots 3042-3067 Mudstone Road		
	Lots 3022-3025 and 3060-61 Peridot Street		
	Lots 3001-3012 and 3086-3097 Turquoise Boulevard		
	Lots 3040 and 3041 Volcanic Road		
	Lots 69-76 Clementine Boulevard		
	Lot 109 and 110 Wintergreen Crescent		

Other Crown/Government Corporation Landholdings

Scattered around the periphery of DA37 are also a number of Crown Reserves or Government Corporation landholdings that are not included within any approved Structure Plan.

This bring the TPS into greater consistency with the physical situation on the ground, this proposal includes incorporating these areas within Local Scheme Reserves that match their existing tenure and established use, as described in the following table:

Location	Current TPS Designation / Use	Proposed Local Reservation	Map
Lot 867 Dollier Street (Reserve #47750)	Resource Zone (Drainage Basin)	Lakes and Drainage	
Lot 1 Solomon Road (DP 416560)	Local Road Reserve (Water Bore)	Public Purposes – Water Corporation	
Northern Portion of Lot 700 Clementine Boulevard (Reserve #53280)	Local Road Reserve (Portion of Clementine Reserve)	Parks and Recreation	

6.0 CONCLUSION

For the following key reasons, it is suggested that now is an appropriate time for the structure plan to be partially revoked and its zones and reserves rationalised into the Scheme:

- All public reserves have been suitably constructed/embellished and transferred into public ownership; and
- all zoned land on the endorsed structure plans have been substantially subdivided and/or developed for private commercial and/or residential purposes.

Recognising these zones and reserves within TPS3 will:

- avoid the future need to seek WAPC approval to extend the approval period of the existing structure plans; and
- remove a redundant layer of planning control whilst still ensuring the City maintains appropriate mechanisms to guide and control future redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply), consistent with current community expectations.

The other changes proposed reflect good contemporary planning practice and do not pose a significant adverse impact on surrounding development.

Planning and Development Act 2005

City of Cockburn Town Planning Scheme No.3 Amendment No.169

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Rezoning various lots within 'Development Area 37' from 'Development' to 'Residential (R25)', 'Residential (R30)', 'Residential (R40)', 'Residential (R60)', 'Mixed Use' and 'Local Centre (R80)', as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 37' from the 'Development' zone to a local reserve for 'Parks and Recreation', 'Local Road', 'Public Purposes (Civic)', 'Public Purposes (Primary School)' and/or 'Public Purposes (Water Corporation)', as depicted on the Scheme Amendment Map.
3. Reclassifying Lot 867 Dollier Street, Treeby (Reserve 47750) from the 'Resource' zone to a local reserve for 'Lakes and Drainage'.
4. Reclassifying Lot 1 Solomon Road, Treeby from a 'Local Road' to a local reserve for 'Public Purposes (Water Corporation)'.
5. Reclassifying the northern portion of Lot 700 Clementine Boulevard, Treeby (Reserve 53280) from a 'Local Road' to a local reserve for 'Parks and Recreation'.
6. Reducing the extent of the 'Development Area 37' special control area boundary, as depicted on the Scheme Amendment Map.

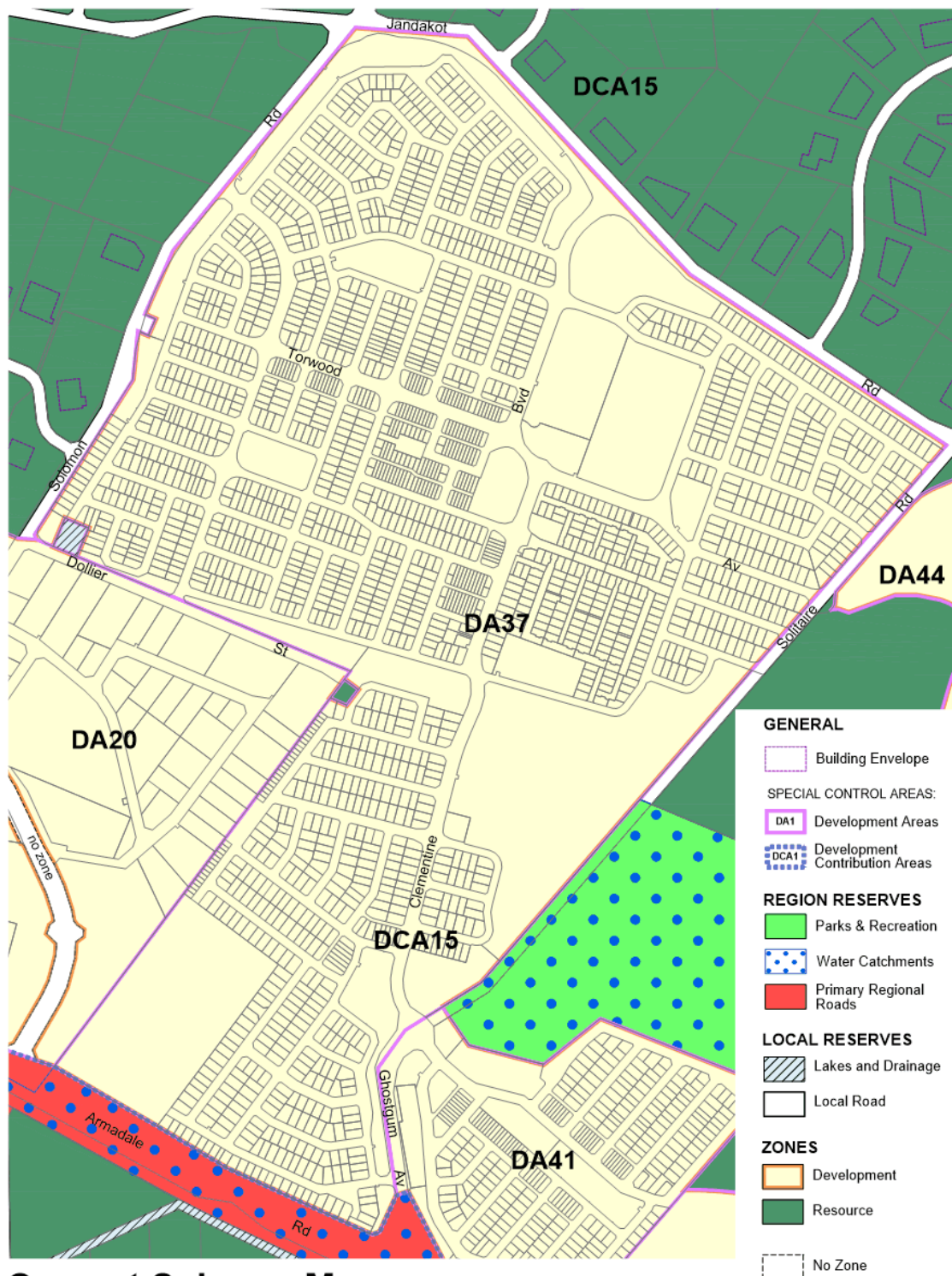
The Amendment is 'Basic' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan for the same land; and/or is
- Proposing zoning/reservation changes that are purely administrative in nature.

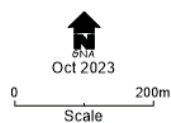
Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan(s):

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan	23/4/2020	SPN/0521

Upon the amendment taking effect 'partial' revocation of the above approved structure plan is to occur. The balance of this structure plan forms the subject of a separate Scheme Amendment.

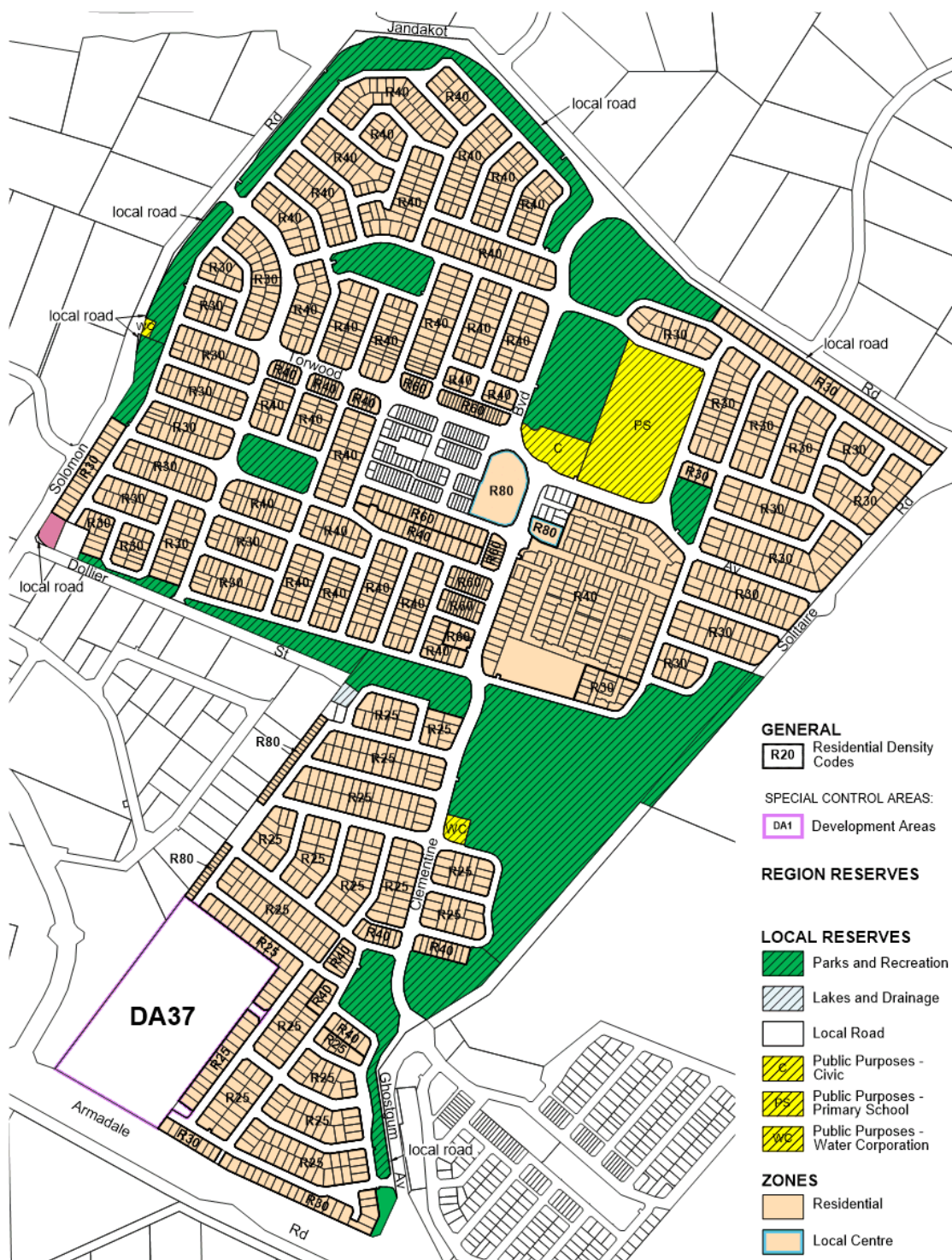


Current Scheme Map

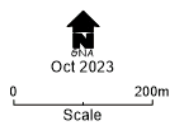


Amendment No.169

Town Planning Scheme No.3



Scheme Amendment Map



Amendment No.169 Town Planning Scheme No.3

This Basic Amendment was adopted and is recommended for approval by resolution of the City of Cockburn at the Ordinary Meeting of the Council held on the ____ day of _____, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

MAYOR

(Seal)

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

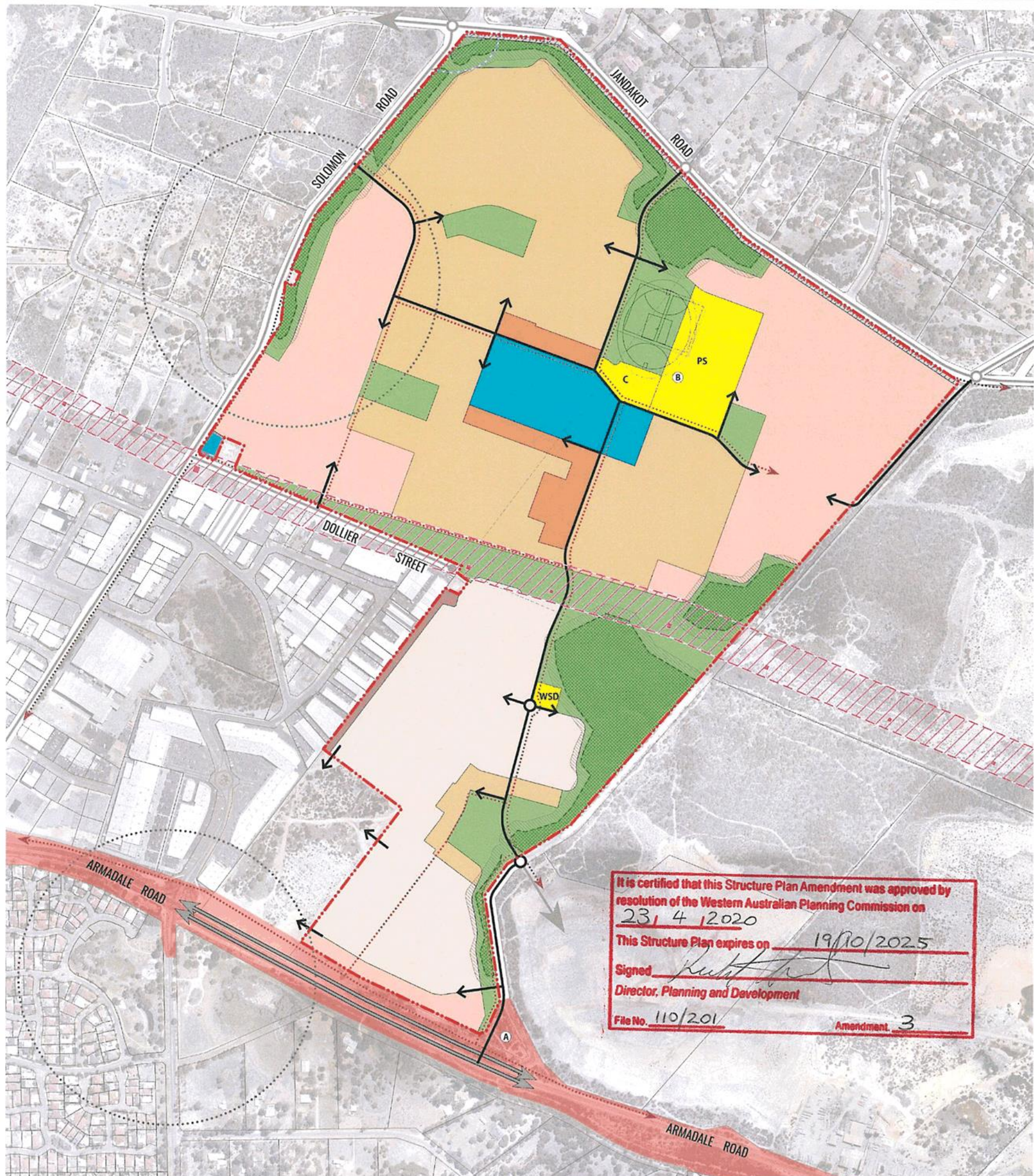
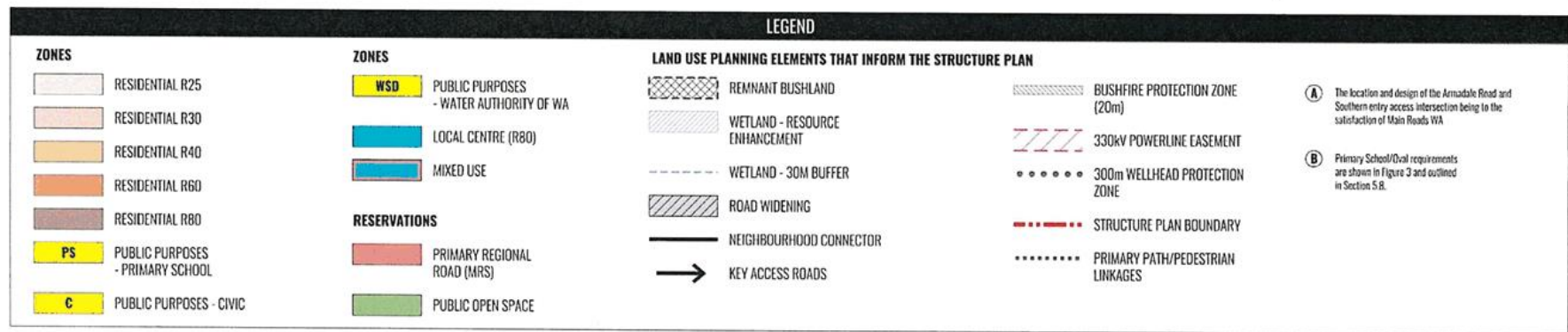
DATE _____

APPROVAL GRANTED

MINISTER FOR PLANNING

DATE _____

APPENDIX A



COCK/2015/60-1 STRUCTURE PLAN

Plan 1



Scale: 1:7500 @ A3
 0 75 150 225m
 Date: 25/03/2020 Plan: ST081-2-003X

14.1.4 Initiation of (Standard) Amendment No.172 to Town Planning Scheme No.3 - Partial Rationalisation of Development Area 37 (Calleya Estate Town Centre - Treeby)

Executive	Chief of Built and Natural Environment
Author	Strategic Planning Coordinator
Attachments	1. Draft Scheme Amendment No.172 Report ↓
Location	Treeby
Owner	Various
Applicant	City of Cockburn
Application Reference	109/172

RECOMMENDATION

That Council:

- (1) INITIATES, pursuant to section 75 of the *Planning and Development Act 2005*, an amendment to the City of Cockburn Town Planning Scheme No.3 (Scheme) for the following purposes:
 1. Rezoning various lots within 'Development Area 37' from 'Development' to 'Residential (R25)', 'Residential (R40)' and 'Residential (R80)', 'as depicted on the Scheme Amendment Map.
 2. Reducing the extent of the 'Development Area 37' special control area boundary, as depicted on the Scheme Amendment Map;
- (2) DETERMINES that the amendment is 'standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it satisfies the following criteria of Part 5, Division 1, Regulation 34:
 - *an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan*
 - *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment*
 - *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area*
 and REFERS the Amendment to the Western Australian Planning Commission, pursuant to Part 5, Division 1, Regulation 58 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for its consideration;
- (3) REFERS the Amendment to the Environmental Protection Authority (EPA), pursuant to Section 81 of the *Planning and Development Act 2005*, by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with Section 48A of the *Environmental Protection Act 1986* in relation to the proposed scheme amendment;

- (4) REFERS the Amendment to the Minister for Planning, pursuant to Section 83A of the *Planning and Development Act 2005*, for permission to advertise the proposed Scheme Amendment;
- (5) Upon compliance with Sections 81, 82 and 83A of the *Planning and Development Act 2005*, ADVERTISES the proposed Amendment pursuant to the details prescribed within Part 5, Division 3, Regulation 47 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Regulation 47 specifies advertising must not be less than a period of 42 days; and
- (6) NOTES the intention to revoke the remaining portions of the following Structure Plan, pursuant to Schedule 2, Part 4, Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, upon approval of Amendment No.165:

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan (Calleya Estate)	23/4/2020	SPN/0521

Background

Structure plans are important planning instruments, regularly used to coordinate the subdivision and development of land, particularly in new, greenfield locations.

Reflective of its rapid urbanisation over the past 20+ years, the City currently has over 150 local structure plans (LSP) operating within its scheme area, many of which are substantially subdivided and/or have been built out.

When the *Planning and Development (Local Planning Scheme) Regulations* were released in 2015, a key change involved the introduction of a 10-year time limit to the validity of structure plans.

Plans approved prior to this date were automatically given a 10-year timeframe from when the regulations were adopted.

Under the State Planning Framework, once a structure plan has served its purpose (typically once all the lots have been subdivided and physically created), the zones and reserves are to be transferred into the Scheme and the Structure Plan revoked.

This process, commonly referred to as structure plan 'rationalisation', ensures the City retains appropriate planning mechanisms to guide and control future use and/or redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply) into the future, consistent with community expectations.

This proposal is part of a series of Scheme Amendments required to rationalise large portions of the City's urban areas ahead of several existing structure plans expiring upon the 10-year anniversary of the Regulations coming into effect (19 October 2025).

Submission

N/A

Report

The following Structure Plan has been fully implemented:

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan	23/04/2020	SPN/0521

The purpose of this amendment is simply to:

- Transfer the zones and reserves shown on the approved local structure plan for these areas into Town Planning Scheme No.3 (TPS 3);
- Revoke the above-mentioned structure plan (assuming the balance has been rationalised via completion of Scheme Amendment #169);
- Adjust the boundary of Development Area 37 (DA37) special control area to match the above outcome.

Development Area 37

Development Area 37 (DA37) was created in October 2013 via Scheme Amendment No.95 (SA95), in response to the gazettal of Metropolitan Region Scheme (MRS) Amendment 1221/41 which rezoned:

- Lots 9002 Armadale Road, 9004 Jandakot Road and 132 Fraser Road from the 'Rural-Water Protection' to the 'Urban' zone; and
- Lot 701 (former Lot 1) Armadale Road, from the 'Rural-Water Protection' to the 'Urban Deferred' zone.

The deferred zoning of Lot 701 was requested by Main Roads WA due to potential land requirements associated with the North Lake Bridge / Armadale Road realignment.

Following finalisation of the regional road designs, the land's deferred status was lifted by the Western Australian Planning Commission in March 2014 via MRS Amendment 1269/27.

The special provisions inserted into Table 9 via SA95 sought to enable the development of a mixed-use neighbourhood inclusive of compatible commercial and industrial (light and service industry) uses that provide an appropriate interface and transition to the adjoining Solomon Road Development Area and provided for safe and efficient pedestrian connections to/from the Cockburn Central Railway Station.

As there remain portions of DA37 yet to be developed (in particular, Lot 701 Armadale Road and the two portions of Lot 9056 Bluegrass Street), complete deletion of DA37 and its special provisions is not proposed at this time, rather just a reduction to the extent of DA37 special control area boundary to reflect the outcome of this proposal.

Local Structure Plan

Structure Plan 37A - Banjup Quarry Local Structure Plan (which covers the majority of the DA37 area), identifies an integrated local road and Public Open Space (POS) / drainage network plus a range of low, medium and high-density housing (R20 to R80), serviced by local and neighbourhood level commercial, educational and recreational facilities.

The reason certain portions of this structure plan do not form the subject of Scheme Amendment No.169 is they include zonings or residential density codings that do not directly match existing zonings contained within TPS3, meaning their reinterpretation needs to be advertised prior to Council Adoption and the Minister's final determination.

Notwithstanding the above, the proposed zonings and codings are consistent with the broader structure plan intent and developed outcomes on the ground, as discussed in further detail in the Draft Standard Scheme Amendment No.172 Report (refer Attachment 1).

Type of Amendment

This amendment is considered a 'Standard' Amendment under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, on the basis that it involves:

- a) zoning land consistent with approved local development plan and/or development approval outcomes, but not the specific zones or codings depicted on the approved structure plan; and
- b) in a manner that will have minimal impact on surrounding land, or any significant environmental, social, economic or governance impacts on any other land within the scheme area.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- A City that is 'easy to do business with'.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

Not applicable - the Scheme Amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24 budget allocation.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

Community Consultation

The *Planning and Development (Local Planning Schemes) Regulations 2015* identifies three amendment types: basic, standard and complex.

Scheme Amendment No.172 meets the definition of 'Standard' Scheme Amendment. Part 5, Regulation 47 requires advertising for a minimum period of 42 days.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal.

It is considered the officer recommendation is appropriate.

If the Scheme Amendment does not proceed (or is ultimately refused by the Minister for Planning):

- an opportunity will be missed to simplify the planning framework and remove additional layers of planning (structure plans) that have served their purpose
- the City will need to consider alternatives to ensure an appropriate local planning framework is in place to guide future land use and/or redevelopment proposals in the area ahead of the structure plans expiring on 19 October 2025.

Advice to Proponent(s)/Submitters

N/A

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

Nil



Town Planning Scheme No.3
Amendment No.172
(Standard)

*Partial Rationalisation of Development Area 37
Calleya Estate / Treeby Town Centre*

DECEMBER 2023

Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.172

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Rezoning various lots within 'Development Area 37' from 'Development' to 'Residential (R25)', 'Residential (R40)' and 'Residential (R80)', 'as depicted on the Scheme Amendment Map.
2. Reducing the extent of the 'Development Area 37' special control area boundary, as depicted on the Scheme Amendment Map.

The amendment is 'Standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s). It is:

- *an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and*
- *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plans:

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan	23/4/2020	SPN/0521

Upon the amendment taking effect the remaining portions of the approved structure plan are to be revoked.

Dated this day of 20.....

CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

1.0 INTRODUCTION

Local Structure Plan 37A has been fully implemented.

The purpose of this standard scheme amendment is to transfer the remaining zones and reserves shown for this structure plan into Town Planning Scheme No.3 (TPS3), to ensure the City maintains appropriate development control once the structure plan expires on 19 October 2025.

This process is referred to as the rationalisation of a structure plan.

2.0 BACKGROUND

Development Area 37 (DA37) was created in October 2013 via Scheme Amendment #95, in response to the gazettal of Metropolitan Region Scheme (MRS) Amendment 1221/41 which rezoned:

- Lots 9002 Armadale Road, 9004 Jandakot Road and 132 Fraser Road from the 'Rural-Water Protection' to the 'Urban' zone; and
- Lot 701 (former Lot 1) Armadale Road, from the 'Rural-Water Protection' to the 'Urban Deferred' zone.

The deferred zoning of Lot 701 was requested by Main Roads WA due to potential land requirements associated with the North Lake Bridge / Armadale Road realignment. Following finalisation of the regional road designs, the land's deferred status was lifted by the Western Australian Planning Commission in March 2014 via MRS Amendment 1269/27.

DA37 currently contains one endorsed structure plan, as per below:

Structure Plan #	Address	Endorsement Date	Amendment Type Required
37A	Banjup Quarry Local Structure Plan (Calleya Estate)	23/4/2020	Basic/Standard

Rationalisation of most of this Structure Plan forms the subject of a separate 'Basic' Scheme Amendment (#169). This proposal seeks to rationalise the remaining portions of Structure Plan 37A that couldn't be included in that 'basic' amendment, based on a desire to adjust the Structure Plan zonings and/or residential density codings to match the development that has subsequently occurred on the ground.

The extent of DA37 (thick black dashed line) and this scheme amendment proposal (red solid line) are depicted on **Figures 1 and 2**.

Lot 701 Armadale Road and Lot 9056 Bluegrass Street (dashed light blue line) are currently undeveloped with Lot 701 yet to form the subject of an approved local structure plan and Lot 9056 still in private ownership, pending the development of Lot 701. As a result, these two lots are not being rationalised at this time and will retain their existing 'Development' zoning as the final remnant portions of DA37.

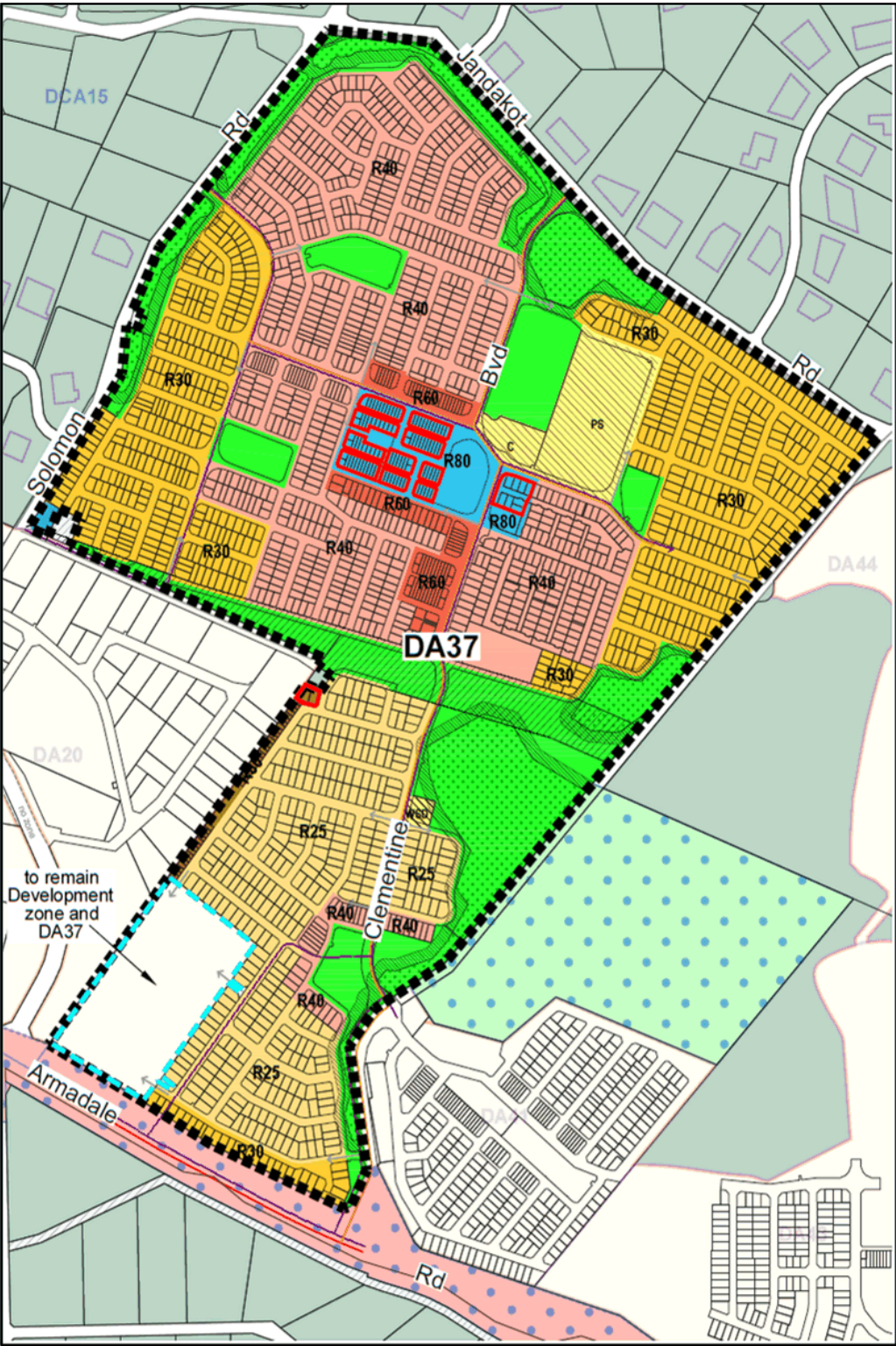


Figure 1 – DA37, Amendment and WAPC Approved Structure Plan Extents

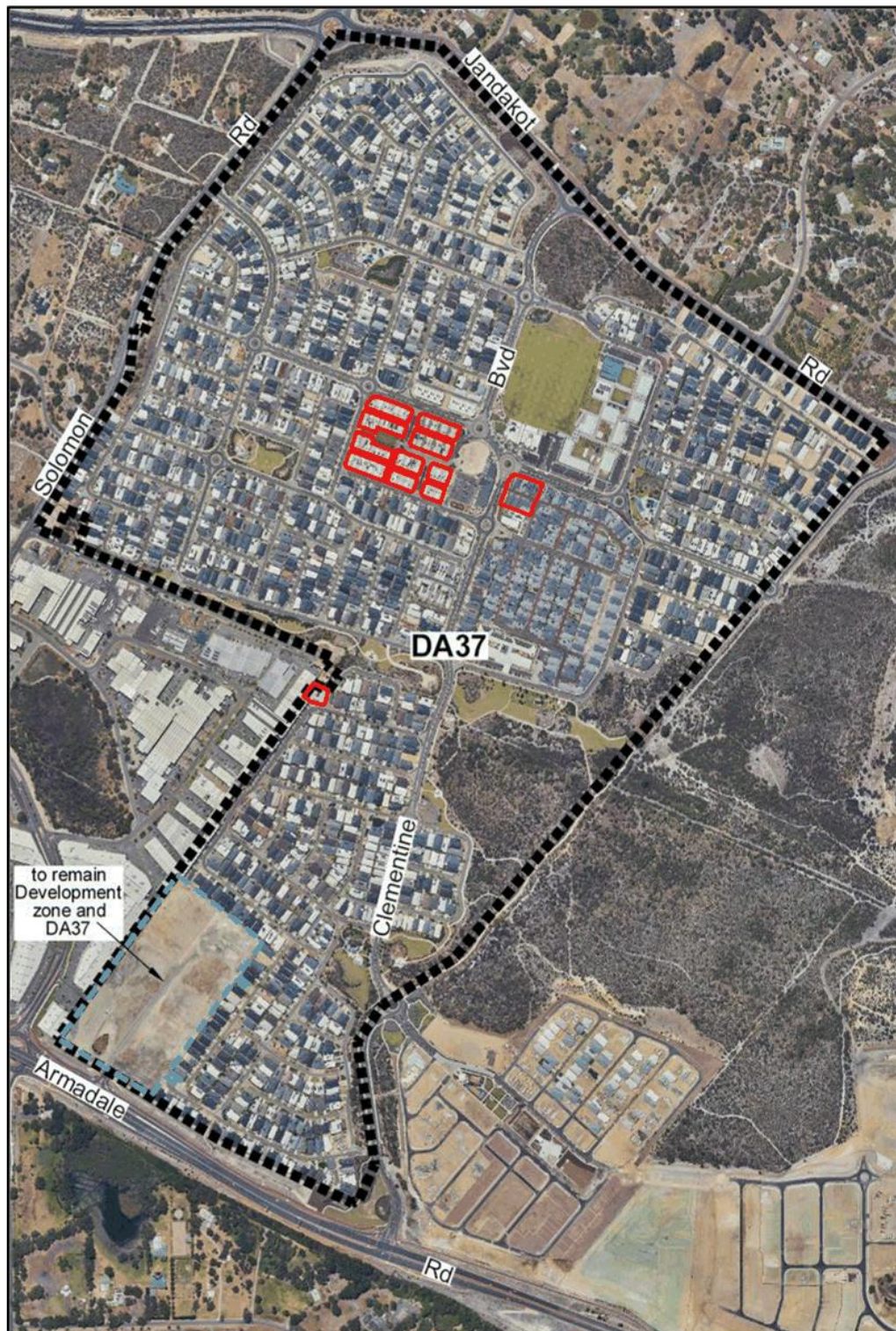


Figure 2 – Aerial Photograph showing extent of completed Subdivision and Development

The affected area is currently covered by Local Development Plans (LDP's). This amendment has no effect on the operation of those instruments which will remain in effect until they expire on (or after) 19 October 2025.

3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'standard' amendment, which Regulation 34 describes as any of the following amendments to a local planning scheme:

- a) *an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;*
- b) *an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- c) *an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment;*
- d) *an amendment to the scheme map that is consistent with a structure plan, activity centre plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- e) *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;*
- f) *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;*
- g) *any other amendment that is not a complex or basic amendment.*

This proposed amendment satisfies parts (d), (e) and (f) of the above criteria.

Specifically, it is an amendment that involves zoning land consistent with the intent and subsequent land use and built form outcome of approved structure plans for the same land, and/or other minor adjustments in a manner that do not have any significant environmental, social, economic or governance impact on surrounding land.

4.0 TOWN PLANNING CONTEXT

4.1 State Planning Framework

The entirety of DA37 is identified in the *South Metropolitan Peel Sub-Regional Planning Framework* and zoned 'Urban' under the Metropolitan Region Scheme.

4.2 City of Cockburn Local Planning Framework

Under TPS3, the area is zoned 'Development' and identified on the Scheme Map and in Table 9 of the Scheme Text as Development 37.

The purpose of the 'Development' zone is to trigger the requirement for a Structure Plan to guide further subdivision and/or development.

Table 9 allows specific 'provisions' to then be applied to defined Development Areas, to inform the subsequent structure planning and subdivision processes. For DA37 it includes the following:

TABLE 9 – DEVELOPMENT AREA		
REF. NO.	AREA	PROVISIONS
DA 37	Banjup Quarry Redevelopment	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for an appropriate mix of residential and non-residential land uses, in order to support the objective for a mixed-use neighbourhood. Non-residential land uses may include compatible commercial and industrial (light and service industry) land uses, as a means to provide an appropriate interface and transition to the western adjoining Solomon Road Development Area 20. 3. The Structure Plan is to provide for safe and efficient pedestrian connections between DA37 and the Cockburn Central Railway Station.

The land also forms the subject of Development Contribution Areas 13 and 15 (DCA13 & DCA15) under TPS3. This amendment has no impact of the operation of these DCA's

5.0 PROPOSAL

Subdivision and development of substantive portions of DA37 (in particular the entirety of the land covered by Structure Plan 37A) is complete, meaning it has served its purpose and is no longer required.

In combination with Scheme Amendment #169 this proposal therefore seeks to remove these areas from DA37 and insert appropriate zonings and reservations for the land into the Scheme, ahead of the structure plan expiring on 19 October 2025.

Development Area:

As there remain portions of DA37 yet to be developed (in particular, Lot 701 Armadale Road and Lot 9056 Bluegrass Street), complete deletion of DA37 and its special provisions is not proposed at this time, rather just a reduction to the extent of DA37 special control area boundary to reflect the outcome of this proposal.

Local Structure Plans (LSP):

Details of Structure Plan 37A (including the LSP map and an aerial of the area) are provided in this section to demonstrate our reasoning for rationalisation.

Treeby – Calleya Estate (37A)

Bounded by Solomon Road to the west, Jandakot Road to the north, Armadale Road to the south and Lot 5131 Jandakot Road and Lot 820 Ghostgum Avenue to the east, this Structure Plan identifies a comprehensive network of local roads and Public Open Space (POS), servicing primarily low residential density (R20) housing south of the 330kv powerline corridor that runs east-west through the middle of the estate, and medium residential density (R30 and R40) housing to the north.

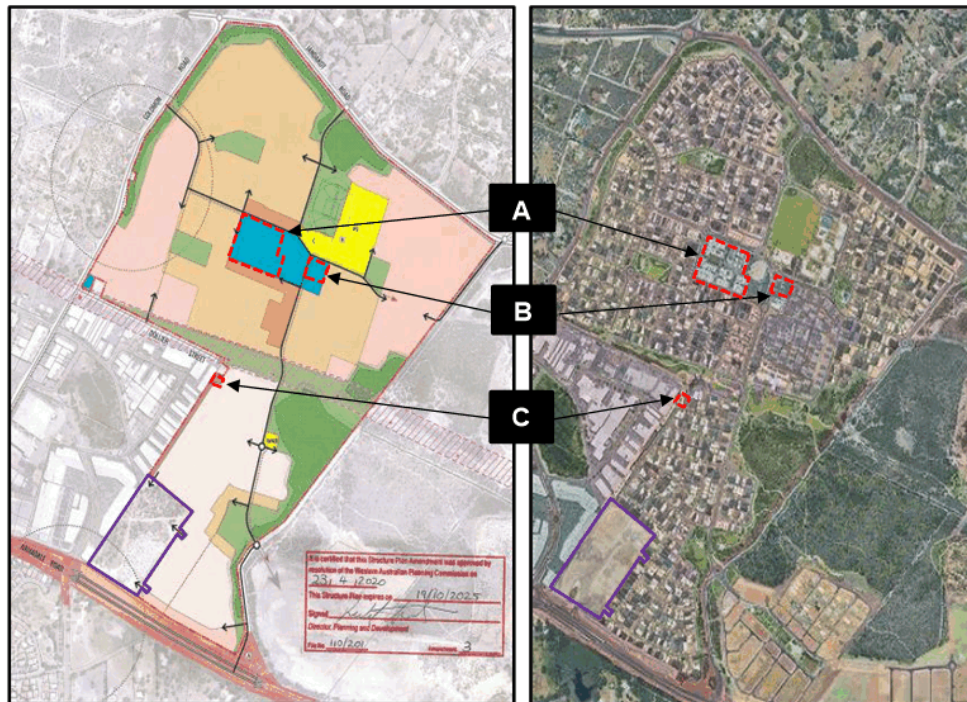
Pockets of higher density (R40, R60 and R80) housing are located in high-amenity locations that have a direct relationship to the POS, Primary School and the Local Centre, or form part of a specialist housing product that makes use of the parapet/boundary walls adjacent the 'Light and Service Industry' zone along Biscayne Way.

This proposal focuses on rationalising

- The portion of the 'Local Centre' zone west of the IGA Supermarket;
- The 'Local Centre' zoned north-west corner of the retirement village (at the intersection of Torwood Avenue and Clementine Boulevard); and
- Lots 109 and 110 Wintergreen Crescent.

See red dashed line on the following figures and table for exact location.

A full copy of the approved Structure Plan Map, associated Master Plan and relevant Local Development Plans and Development Approvals are attached as **Appendices A-E**. The following table summarises how the City proposes to rationalise these areas in accordance with those outcomes.

**ZONES**


	RESIDENTIAL R25
	RESIDENTIAL R30
	RESIDENTIAL R40
	RESIDENTIAL R60
	RESIDENTIAL R80
PS	PUBLIC PURPOSES - PRIMARY SCHOOL
C	PUBLIC PURPOSES - CIVIC

ZONES

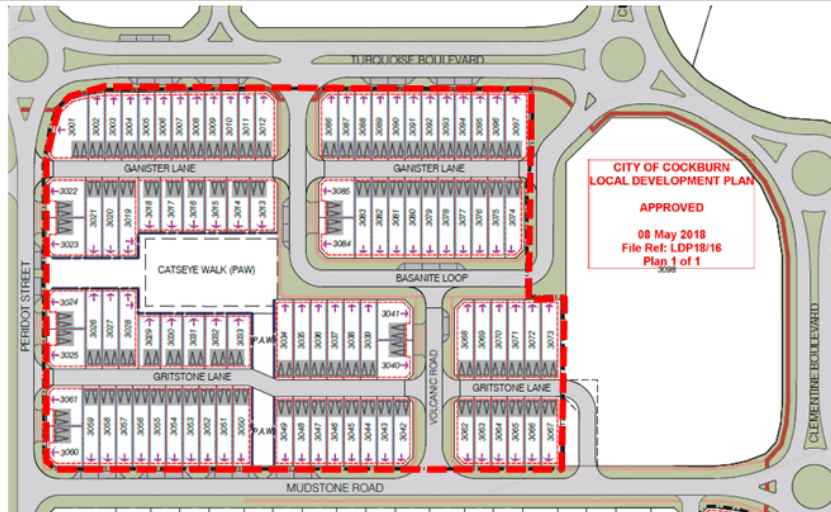
WSD	PUBLIC PURPOSES - WATER AUTHORITY OF WA
	LOCAL CENTRE (R80)
	MIXED USE

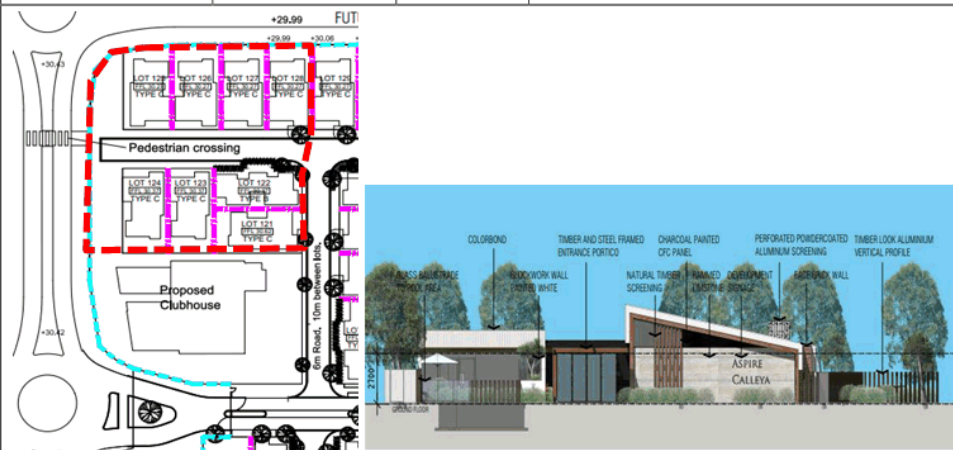

RESERVATIONS

	PRIMARY REGIONAL ROAD (MRS)
	PUBLIC OPEN SPACE

DA37 Areas excluded from Amendment #169 and included in Amendment #172	Lots 3034-3085 Basanite Loop	DA37 Area excluded from both Amendments		Lot 701 Armadale Road & (2 portions of) Lot 9056 Bluegrass Street
	Lots 3013-3033 Catseye Walk			
	Lots 3042-3067 Mudstone Road			
	Lots 3022-3025 and 3060-61 Peridot Street			
	Lots 3001-3012 and 3086-3097 Turquoise Boulevard			
	Lots 3040 and 3041 Volcanic Road			
	Lots 69-76 Clementine Boulevard			
	Lots 109 and 110 Wintergreen Crescent			

Property Address	Structure Plan Land Use Designation	Proposed TP3 Zoning	Reasoning
AREA A			
Lots 3034-3085 Basanite Loop Lots 3013- 3033 Catseye Walk Lots 3042-3067 Mudstone Road Lots 3022-3025 & 3060-3061 Peridot Street Lots 3001-3012 & 3086-3097 Turquoise Boulevard Lots 3040-3041 Volcanic Road TREEBY (Deposited Plan 414485)	Local Centre	Residential (R80)	<p>The objective of a 'Local Centre' zone in TPS3 is:</p> <p><i>'To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre'</i></p> <p>The developed outcome of the land (Medium Density Terrace Housing) is more consistent with the objective of a 'Residential' zone in TPS3, which is:</p> <ul style="list-style-type: none"> To provide for a range of housing and a choice of residential densities to meet the needs of the community. To facilitate and encourage high quality design, built form and streetscapes throughout residential areas. To provide for a range of non-residential uses, which are compatible with and complementary to residential development. <p>This outcome, which aligns with the refined Part 2 LSP Masterplan and subsequent Local Development Plan (Appendices B-C) outcomes, will help to focus core retail activities along the Clementine Boulevard mainstreet, whilst ensuring the scale of any supplementary commercial activities that want to move into the medium density housing precinct are tempered to protect the amenity of existing residents.</p>



AREA B			
Lots 69-76 Clementine Boulevard TREEBY (Survey Strata Plan 77763)	Local Centre	Residential (R40)	<p>Similar to Area A, the developed outcome of this land (Retirement Village Grouped Dwellings, subsequently survey strata'd into private ownership – Appendix D) would be more appropriately captured within a 'Residential' zone in TPS3.</p> <p>Retention of the Local Centre zone over the Retirement Village clubhouse (within an area of Common Property adjacent the western entrance to the facility of Clementine Boulevard), will allow the facility the flexibility to evolve and offer a broad range of uses and services as considered appropriate by village residents into the future.</p>
			
AREA C			
Lots 109 & 110 Wintergreen Crescent TREEBY WA 6164	Residential (R80)	Residential (R25)	<p>In contrast to the R80 coding depicted on the WAPC approved Structure Plan, unlike the balance of the innovative housing precinct abutting the Biscayne Way Light Industrial Units, these lots have been subdivided into lot sizes (484m² & 559m²) and developed (as large single-storey dwellings) more commensurate with and R25 coding.</p> <p>This reflects the outcome of a subsequently approved LDP for the land (Appendix E).</p> <p>Given their developed nature, size, shape and highly constrained access arrangements, further independent subdivision or development in accordance with the higher coding is unlikely to be achieved without compromising the amenity of adjoining landowners.</p> <p>On this basis it is proposed that the coding be adjusted to reflect the approved LDP outcome (as conveyed to the owners via the zoning certificate provided at the time of sale).</p>
			

6.0 CONCLUSION

For the following key reasons, it is suggested that now is an appropriate time for the structure plan to be revoked and its zones and reserves rationalised into the Scheme:

- All public reserves have been suitably constructed/embellished and transferred into public ownership; and
- all zoned land on the endorsed structure plans have been substantially subdivided and/or developed for private commercial and/or residential purposes.

Recognising these zones and reserves within TPS3 will:

- avoid the future need to seek WAPC approval to extend the approval period of the existing structure plans; and
- remove a redundant layer of planning control whilst still ensuring the City maintains appropriate mechanisms to guide and control future redevelopment of the land (including a similar range of permissible land uses and associated development standards as currently apply), consistent with current community expectations.

Planning and Development Act 2005***City of Cockburn
Town Planning Scheme No.3
Amendment No.172***

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Rezoning various lots within 'Development Area 37' from 'Development' to 'Residential (R25)', 'Residential (R40)' and 'Residential (R80)', 'as depicted on the Scheme Amendment Map.
2. Reducing the extent of the 'Development Area 37' special control area boundary, as depicted on the Scheme Amendment Map.

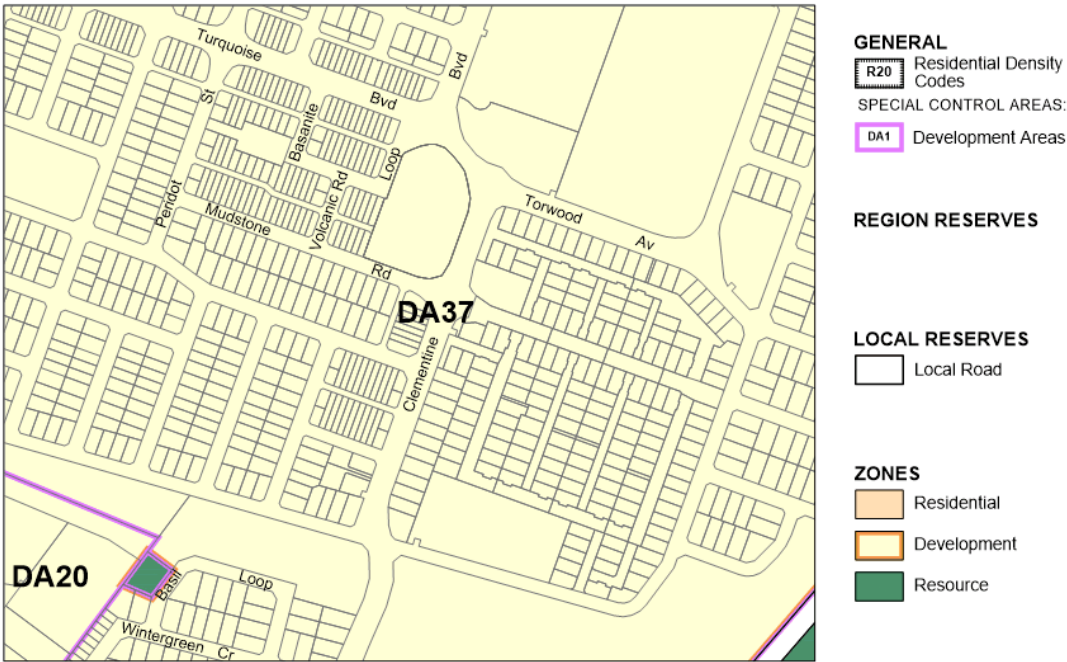
The amendment is 'Standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s). It is:

- *an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and*
- *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plans:

Structure Plan #	Address	Endorsement Date	WAPC Reference
37A	Banjup Quarry Local Structure Plan	23/4/2020	SPN/0521

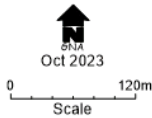
Upon the amendment taking effect the remaining portions of the approved structure plan are to be revoked.



Current Scheme Map



Scheme Amendment Map



Amendment No.172
Town Planning Scheme No.3

ADOPTION

Adopted by resolution of the Council of the City of Cockburn at the Meeting of the Council held on ____ day of _____ 20__.

MAYOR

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted for final approval by resolution of the City of Cockburn at the Meeting of the Council held on the ____ day of ____ 202_, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

MAYOR

(Seal)

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

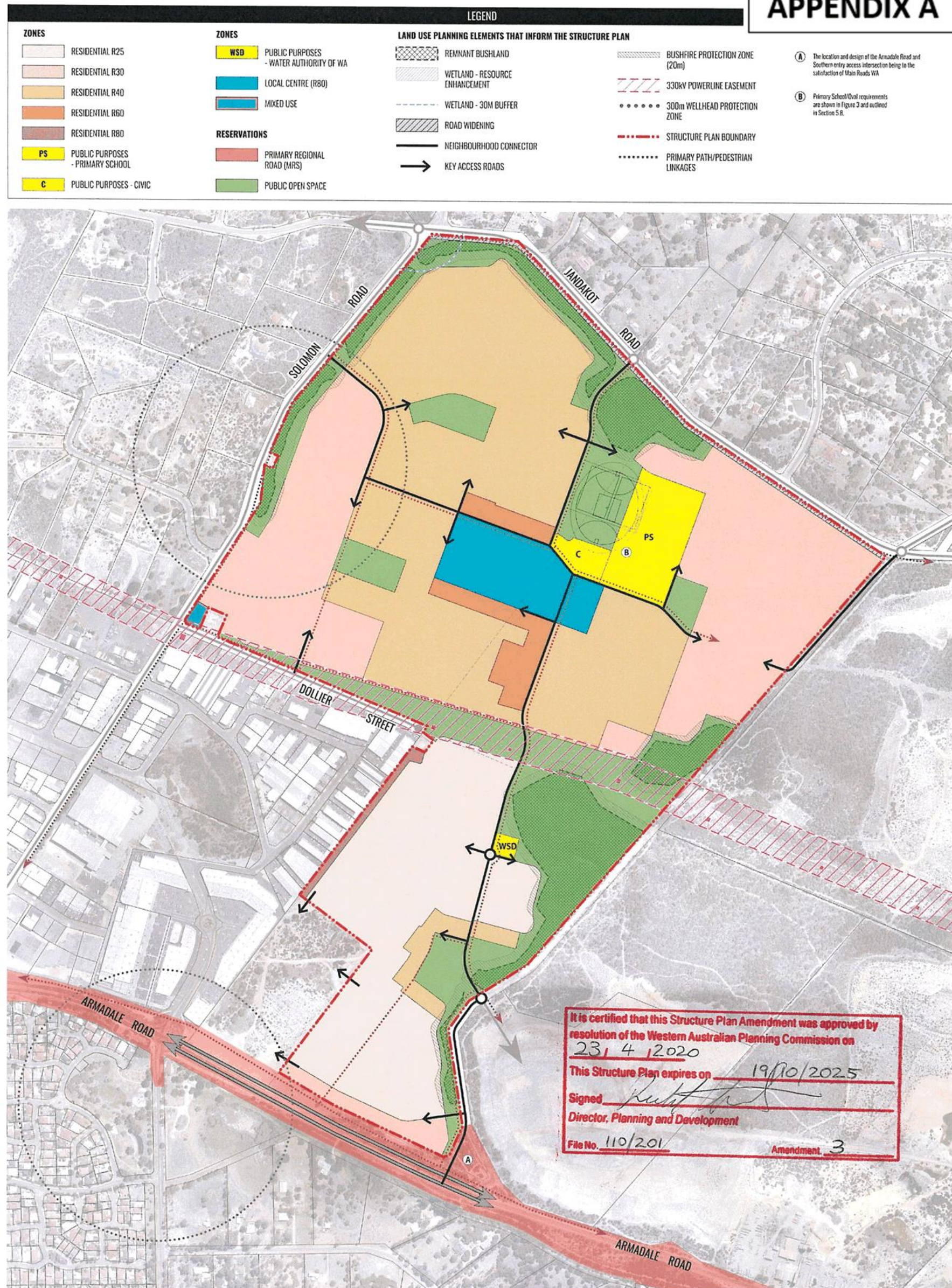
DATE _____

Final Approval Granted

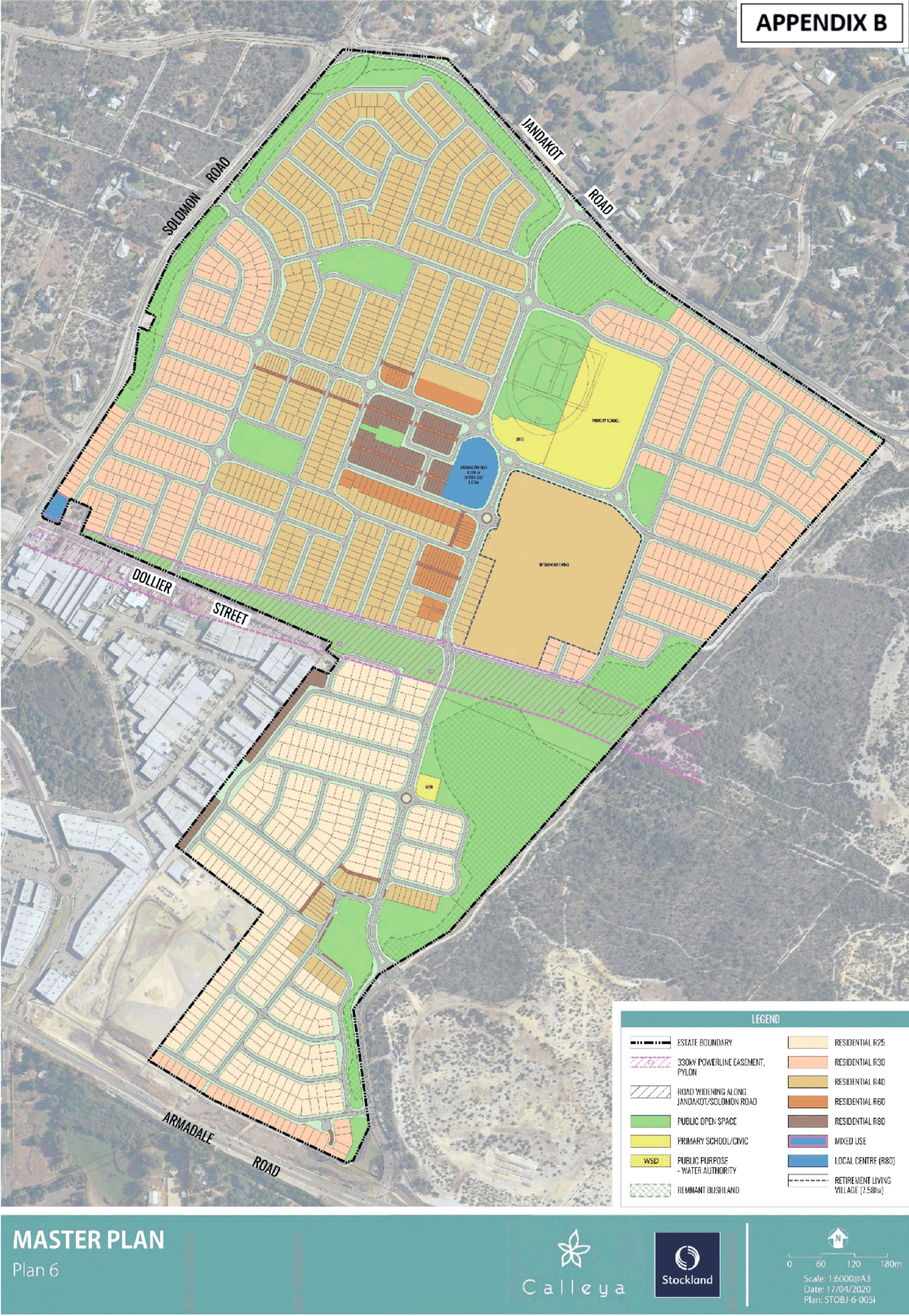
MINISTER FOR PLANNING

DATE _____

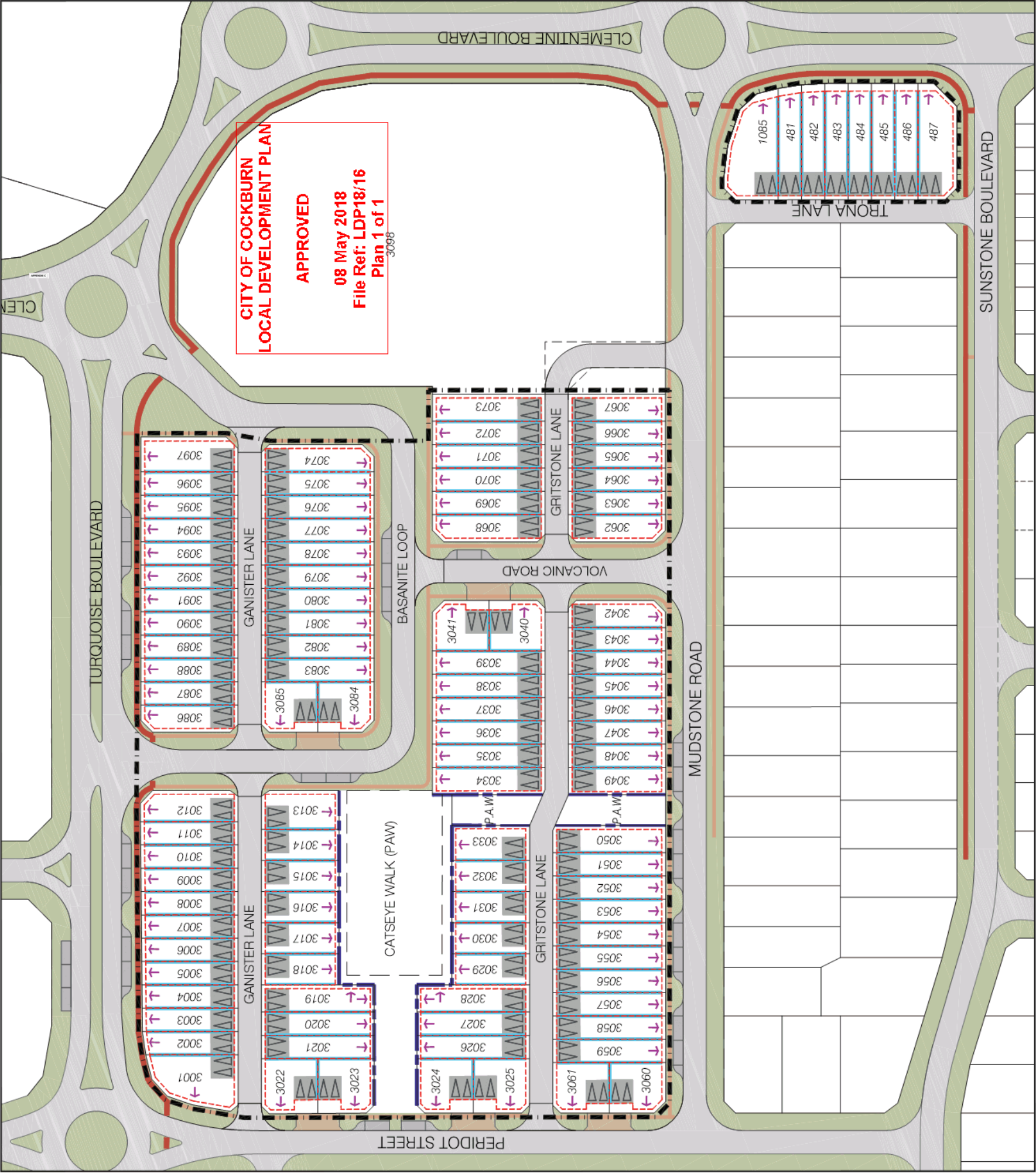
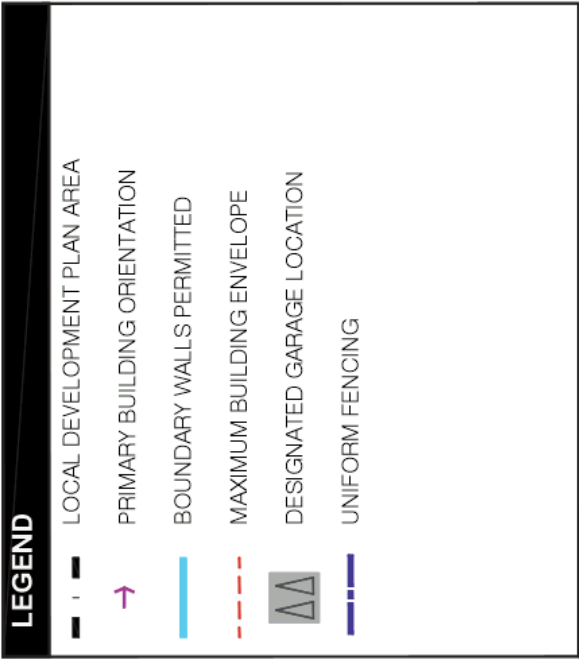
APPENDIX A



APPENDIX B



APPENDIX C



PROJECT NO.
PA1421
DRAWING NO.
03 (SHEET 1)



DISCLAIMER
The client acknowledges that the drawings or plans issued may not be approved for any other purpose or used for any other purpose without the consent of Calleya Pty Ltd. The client acknowledges that the drawings or plans issued may not be approved for any other purpose or used for any other purpose without the consent of Calleya Pty Ltd. The client acknowledges that the drawings or plans issued may not be approved for any other purpose or used for any other purpose without the consent of Calleya Pty Ltd.

CALLEYA MEDIUM DENSITY STAGES 1A & 2
LOCAL DEVELOPMENT PLAN NO.2
Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228



LDP PROVISIONS

The provisions below (and accompanying plan) relate to the WAPC approved Plan of Subdivision for lots, 3016, 3025, 3026 and 3030 Jandakot Road, Treeby (WAPC Ref: 154836 & 155104).

Unless provided for below, the provisions of the City of Cockburn Local Planning Scheme No.3 and State Planning Policy 3.1 - Residential Design Codes (R-Codes) apply. A Residential Density Code of R60 applies to lots 481-487 & 1085 and an R80 coding applies to the balance of the lots contained within this Local Development Plan unless otherwise noted.

The following standards are deemed to represent variations to the R-Codes, and constitute Deemed-to-Comply requirements pursuant to the R-Codes and do not require consultation with the adjoining landowners.

Development which complies with this LDP does not require a Development Application as per the regulations.

SETBACKS

R60 Lots	Minimum	Average
Primary street	2.0m	N/A
Secondary street	1.0m	N/A
Side boundary	Nil setback permitted to both side boundaries behind nominated street setback (no maximum length or height).	N/A
Garage to laneway	1.0m	N/A

R80 Lots

Minimum		Average
Primary street	1.0m	N/A
Secondary street	1.0m	N/A
Side boundary	Nil setback permitted to both side boundaries behind nominated street setback (no maximum length or height).	N/A
Garage to laneway	1.0m	N/A
Setback to PAW	0.8m	N/A

Lots 3022-3025, 3040, 3041, 3060, 3061, 3084 & 3085

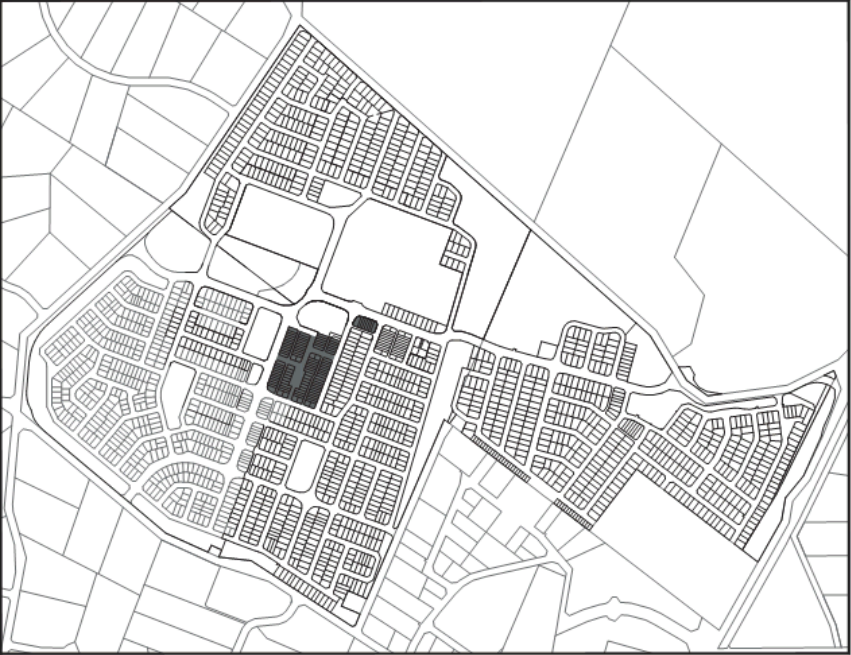
	Minimum	Average
Side boundary	Nil setback permitted to rear boundary behind nominated street setback (no maximum length or height).	N/A

1. The garage setbacks for lots 3022-3025, 3040, 3041, 3060, 3061, 3084 & 3085, are permitted to be reduced to 2.5m provided the following criteria being met:
- Clear sight lines are provided along the street;

▪ The garage does not occupy more than 45 percent of the frontage at the setback line;

▪ An upper floor element is being provided;

LOCATION PLAN



- At least one major opening to a habitable room of the dwelling is clearly visible from the street; and

▪ Dwelling facades are to include a porch/verandah.

2. The setback for the corner truncations for lots 3001, 2012, 3022, 3023, 3024, 3025, 3040, 3041, 3042, 3060, 3061, 3062, 3068, 3074, 3084, 3085, 3086 are permitted to be reduced to 0.25m for projections such as balconies, porches, chimneys, roof overhangs, columns, louvers, architectural features and other minor building elements.

GARAGES

3. Garages are to be located in accordance with the nominated location on the plan. Minor variations to garage locations may be applied.
4. The garages for lots 3012, 3013, 3042, 3062, 3068, 3074, 3097 & 3086 are permitted to be built up to the laneway truncation.

OPEN SPACE

5. A minimum open space requirement of 25% applies to all lots contained within this LDP.
6. Outdoor living areas (OLA) may be reduced to 12m², provided the OLA has a minimum dimension of 3x4m.

APPEARANCE AND STREETSCAPE

7. Lots 3019 & 3028 are required to provide an upper-floor balcony to provide surveillance over the adjoining PAW (Catseye Walk).
8. All letter boxes and house numbers shall address the Primary Street.
9. Enclosed non-habitable structures, such as storage sheds visible from the public realm only permitted if attached to the dwelling and constructed of the same materials as the dwelling.
10. Clothes drying, refuse, general storage areas and ground based hot water storage tanks are to be screened from the public view.

NOISE MANAGEMENT

11. All lots are within the Jandakot Airport "Frame Area" and must incorporate 6.38mm laminated glazing to all habitable rooms, including kitchens. Plans accompanying the Building Permit applications must clearly demonstrate that 6.38mm laminated glazing is provided to all applicable rooms.

BUSHFIRE MANAGEMENT

12. The Calleya North Bushfire Attack Level (BAL) assessment (as amended) shall be provided with any Building Permit, in accordance with the requirements of State Planning Policy 3.7: Planning in Bushfire Prone Area and the Guidelines for Planning in Bushfire Prone Areas (SPP3.7).
- For any lots where the BAL rating requires a bushfire management plan under SPP3.7, the bushfire management plan shall be completed and endorsed by the City prior to, or at the time of determination of any Building Permit.

PRIVACY PROVISIONS

13. The privacy provisions of the R-Codes (Clause 5.4.1) do not apply to all lots contained within this LDP.

OVERSHADOWING

14. No maximum overshadowing regardless the height of the boundary wall.

UNIFORM FENCING

15. Uniform fencing shall be provided by the developer in accordance with the LDP.
16. As a minimum fencing shall be a visually permeable above a height of 1200mm (measured from finished lot level) for passive surveillance.
17. Uniform fencing shall be maintained by the landowner, and shall not be modified without written consent from the City.



CALLEYA MEDIUM DENSITY STAGES 1A & 2
LOCAL DEVELOPMENT PLAN NO.2

Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

CLIENT



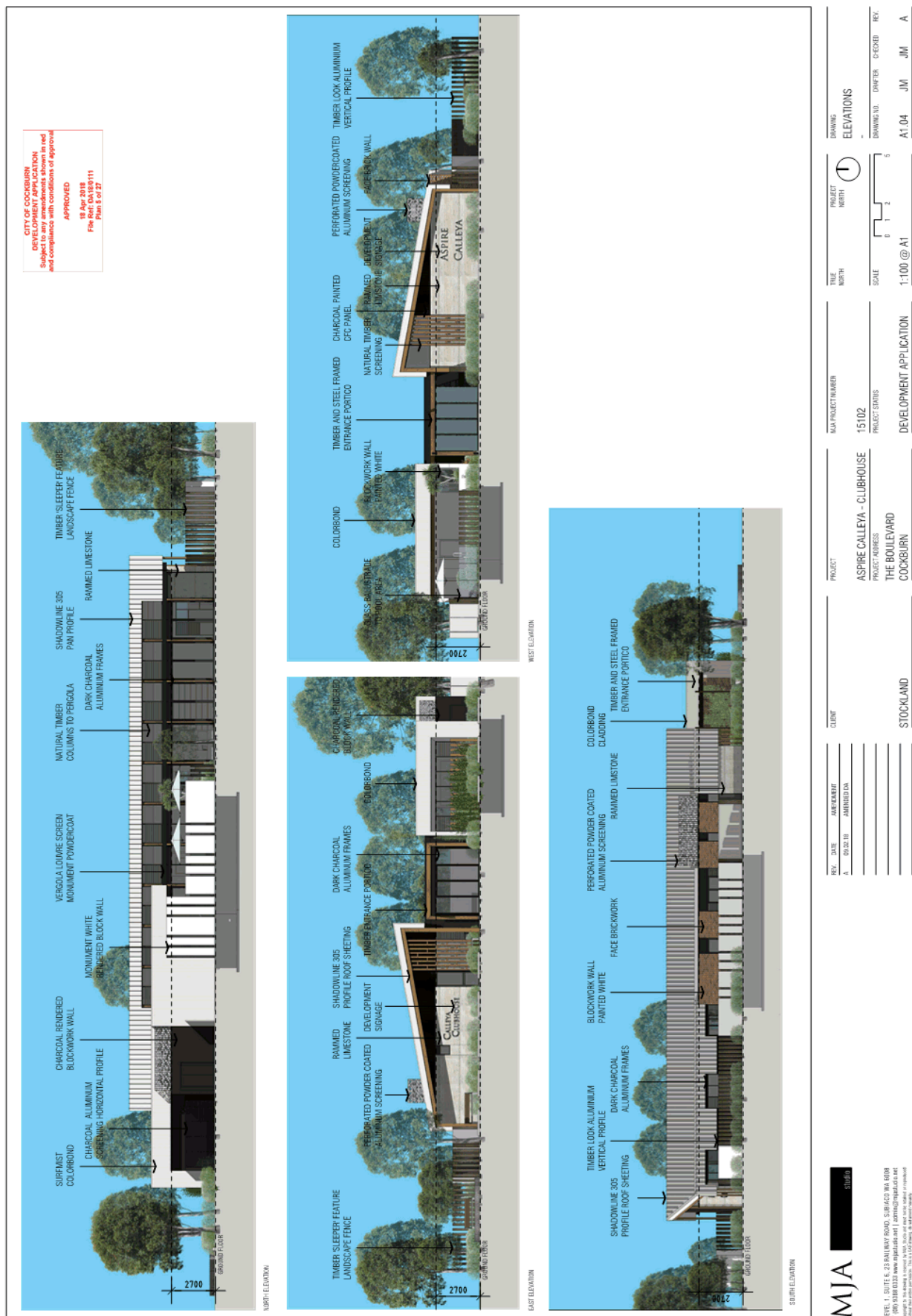
PROJECT NO.
PA1421
DRAWING NO.
03 (SHEET 2/3)
DATE
17.04.08
REVISION
7

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APPENDIX E






ENDORSEMENT OF CITY OF COCKBURN LDP REF NO: 17/06
 SIGNATURE:  DATE: 20/7/17





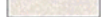

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* NB FOOTPATH AND STREET PARKING INDICATIVE ONLY

LEGEND:

-  LDP Boundary
-  Lots subject to a separate LDP
-  Footpath
-  Shared Path
-  Retaining Wall

-  Uniform Estate Fencing
-  Powerline Easement
-  Public Open Space/Remnant Bushland
-  R25
-  R30
-  Designated Garage Location

-  20m Building Protection Zone (BPZ)
-  Remnant Bushland ("Classified Vegetation")
-  Lots within 100m of "Classified Vegetation" and subject to a Bushfire Attack Level Assessment until such time that Lot 1 Armadale Road, Banjup is cleared. Refer Fire Management Plan.
-  Lots within 100m of "Classified Vegetation" and subject to a Bushfire Attack Level Assessment. Refer Fire Management Plan and any subsequent Bushfire Attack Level assessments.

-  Lots affected by Armadale Road traffic noise and subject to the attached 'Deemed to Satisfy Construction Standards'. Refer LDP Provisions 12a & b.
-  Bin Pad location for Lots 433 & 434

ESTATE LOCAL DEVELOPMENT PLAN

Lot 132 Fraser Road
 & Lot 9004 Armadale Road, BANJUP



NORTH	
Scale NTS @ A3	
0 50 100 150 metres	
COMPILED: DPS	DRAWN BY: JP
DATE: 17/01/2014	REVISED: 11/04/2017
GRID: PCG 94	DATUM: AHD
DRAWING NUMBER: STOBJ-4-001P	JOB CODE: STOBJDAP
FILE ID: M:\STOR\BASE\DA\STOBJ-4-001P.dgn	

A 28 Brown St,
 East Perth WA 6004
 P (08) 9325 0200
 E info@creativedp.com.au
 W creativedp.com.au



LOCAL DEVELOPMENT PLAN PROVISIONS

- The provisions of State Planning Policy 3.1 – Residential Design Codes (R-Codes) are varied as detailed within this LDP.
- All other requirements of the Local Planning Scheme and R-Codes shall be satisfied in all other matters.
- In the case of any inconsistency between the R-Codes and LPS3, the provisions of this LDP prevail.
- Consultation with the adjoining or other landowners to achieve a variation to the R-Codes, as provided by this LDP, is not required.

5. OPEN SPACE

Density Coding	Minimum
a) Residential 'R25':	
i. Lots 390m ² or less:	40%
ii. Lots greater than 390m ² :	45%
b) Residential 'R30':	40%

6. STREETScape

Primary Street Setbacks	Minimum	Maximum
a) Primary Street 'R25':	3.0m	6.0m
b) Primary Street 'R30':	2.0m	4.0m

Garage Setbacks

- For lots with a depth of 25m or less, a reduced garage setback of 3.5m may be permitted at the discretion of the City in the following circumstances:
 - Where the development lot is unrestricted by a footpath within the adjacent verge; or
 - If a footpath is located within the adjacent verge, providing no less than a 4.5m spacing between the footpath and garage door.

NB.

¹ Average Primary Street setbacks do not apply within the Estate.

² Corner lots are exempt from the maximum setback provision.

7. BUILDING FORM & ORIENTATION

- The design of dwellings for all corner lots shall include a side return which has at least one major opening facing the direction of the Secondary Street or Public Open Space (as applicable). The side return shall be articulated so to present as an extension of the front elevation and shall not be obstructed by visually impermeable fencing.

- All Outdoor Living Areas shall comply with the minimum size and dimensions pursuant to the R-Codes. Outdoor Living Areas shall be located on the northern side of the lot, or a suitable alternative at the rear of the site for northern facing lots.

8. VEHICULAR ACCESS & GARAGES

- Designated garage locations apply to some lots as identified on the LDP; this referencing the side of the lot to which the garage must be located. Designated garage locations do not prescribe boundary walls.
- All other garage locations will be subject to the location of infrastructure services, dedicated on-street parking bays and Estate landscaping, fencing and retaining.
- Front loaded garage and supporting structures are to be located at least 0.5m behind the main part of the dwelling.

9. UNIFORM ESTATE FENCING

- Any Estate provided fencing/retaining on private lots shall not be modified without written approval from the City and shall be maintained as visually permeable by landowners where applicable.
- Other than landscaping treatments (e.g. hedges or shrubs), screening of the permeable style sections of the uniform Estate fencing is not permitted (e.g. bamboo, shade-cloth and powder-coated steel panels etc).

10. RETAINING WALLS

- Structural engineering certification is required for any buildings abutting or over retaining walls.

11. BUSHFIRE MANAGEMENT

- All lots within 100m of "Classified Vegetation" as identified on the LDP Plan must comply with the requirements of the approved Fire Management Plan and any subsequent Bushfire Attack Level Assessment.

12. NOISE MANAGEMENT

- Lots affected by Armadale Road traffic noise are subject to the attached 'Deemed to Satisfy Construction Standards'. Plans and supporting documents accompanying building permit applications for the affected lots must demonstrate compliance with the 'Deemed to Satisfy Construction Standards' including the provision of air conditioning as part of the Building Permit application.
- Where development on an affected lot abutting Armadale Road proposes double storey construction, the Building Permit application must be supported by a report from a suitably qualified acoustic consultant detailing noise attenuation measures to the satisfaction of the Manager Health Services.
- All residential lots within the Estate (Jandakot Airport 'Frame Area') are to incorporate 6.38mm glazing to all habitable rooms, including kitchens. Plans accompanying building permit applications must clearly indicate that 6.38mm laminated glazing is provided to all applicable rooms.

14.1.5 Healy Road Traffic Management and Activation Project - Response to Community Engagement Activity

Executive Chief of Built and Natural Environment

Author Manager Transport and Traffic

Attachments 1. Draft Design Healy Road [↓](#)
2. Community Feedback Summary Healy Road Draft Design [↓](#)

RECOMMENDATION

That Council:

- (1) RECEIVES the report;
- (2) NOTES the Community Feedback Summary Healy Road Draft Design (Attachment 2);
- (3) ACKNOWLEDGES Healy Road is considered a minor technical problem site under the City's Local Area Traffic Management Policy which does not warrant the investment of speed humps or slow points, but does warrant treatments consistent with signage and line marking upgrades;
- (4) ENDORSES the cancellation of project 3996 RAC Healy Road - as per Attachment 1 with funds returned for reallocation at the Mid-Year Budget Review;
- (5) REQUESTS the CEO to implement a review of the signage and line marking of the existing road in conjunction with Main Roads Western Australia which addresses the community feedback concerns; and
- (6) ADVISES respondents to the community engagement of this outcome and advise of opportunities to have street trees planted within Healy Road as part of the City Street Tree program.

Background

In December of 2020 the City were requested by members of the Healy Road community to consider taking part in a trial project with RAC Western Australia (RAC) as part of the RAC Western Australia Reconnect Program.

The City applied for and were successful in attaining \$80,000 for the delivery of this program.

To guide the use of the RAC funding, the City invited residents in 2021 to have their say on making the street safer. Participants identified improvement areas and treatment ideas through workshops and an online mapping exercise.

The City received over 80 suggestions, with most respondents noting vehicle speeds as their primary concern. Once compiled into a design from the workshop and costed, unfortunately the estimated construction cost was well in excess of what the budget enabled, leading to the need to significantly pare back the design to a more affordable option for advertising.

Report

Road classification and characteristics

Healy Road between Rockingham Road and Carrington Street is classified as a Local Distributor Road within the City functional road hierarchy.

Based on traffic surveys conducted in 2019 (prior to the commencement of the proposed project submission), traffic volumes and vehicle speeds are considered within tolerance for the category of road approximately 1,000 vehicles per day and an operating speed (85th percentile) of around 58km/hr (50 km/hr built up area speed limit applies).

Healy Road has sections with undulating terrain, curvature in the road alignment and a relatively low density of housing along the road segment. As result of the curvature and undulation the road has a tendency to suffer from poor driver behaviours through sections of the road.

Further to this, as a connector between Rockingham Road and Carrington Street (without impedance of traffic calming or signalised intersections) it is also utilised as a 'rat run' for local and commercial traffic at peak periods.

Local Area Traffic Management Policy

For many years, the City has used a Local Area Traffic Management (LATM) Policy.

The LATM policy provides guidance to prioritise limited resources and road safety funding to locations of greatest need. This is critical in a local government where requests will often outnumber available resources.

The model considers various factors and parameters such as speed, traffic volumes, crash data, road design, topography, and vulnerable road users. Based on the total point score, assessed sites are grouped into three decision criteria (major, minor, or low safety and amenity concerns).

When assessed against the City's Local Area Traffic Management Warrants process, Healy Road is considered a minor technical problem site which:

- would warrant treatments consistent with signage and line marking upgrades to deal with the issues it faces; but
- does not warrant slow points and speed humps.

The policy clarifies it is not the sole basis on which funds are allocated or prioritised for road safety and traffic calming projects.

Other financial or timing factors including the availability of funding opportunities and the coordination of the proposed works with other ongoing programs will be taken into consideration when justifying the implementation of these projects.

Under the policy, following receipt of any comments during the public consultation phase, a report providing justification for the proposed remedial LATM treatment will be prepared for the Council's consideration.

Connection to other programs of work

Healy Road is briefly mentioned within the Cycling and Walking Plan 2016-2021 and the Hamilton Hill Revitalisation Strategy 2012 as an existing part of the Perth Bicycle Network known as PBN SW10. There was no action listed in the Hamilton Hill Revitalisation Strategy 2012 to upgrade the PBN SW10 along Healy Road.

This route connects the coastal foreshore path at South Fremantle in the west to Bibra Lake in the east and travels through the study area primarily along Healy Road, O'Connell Street and Ralston Street.

This route links local cyclists to recreational facilities at South Beach, Wally Hagan Stadium and Enright Reserve; the coastal foreshore path which provides a safe off-road connection to Fremantle; and recreational facilities at Bibra Lake.

The road segment also contains the western most section of the former Roe Highway Primary Regional Road corridor currently subject to a proposed Metropolitan Region Scheme amendment through the State Government and considered by Council at the September 2023 Ordinary Council Meeting.

The related local planning scheme amendment is also an item on this agenda. It is important to clarify, the scheme amendment will create the mechanism to consider future planning proposals needed to ensure the former highway reserve is weaved back into the neighbourhood of Hamilton Hill.

It is likely that via the future Local Area Planning process (if implemented by Council) and Structure Planning process that the broader road network through the area will be considered with a more holistic approach to traffic calming applied.

Technical concerns in relation to community consultation outcomes

The outcomes of consultation are discussed in more detail in the Community Consultation section. Overall opinion was divided; there were suggestions to reduce or remove speed humps/slow points which creates technical concerns around their effectiveness.

The curvature and undulation of the road limits the ability to place slow point treatment within particular sections of the corridor, it was for this reason speed humps were placed in preference to slow points at particular locations.

A removal of the speed humps would limit the value of the proposed treatment to mitigate speeding, hooning and rat running vehicles.

Elements of the design which were considered desirable including street trees and signage and line marking could be pursued by the City utilising existing operational funds allowing the capital funds to be reallocated to projects demonstrating both greater needs, as well as greater desire for the project from the adjoining community.

Conclusion

There is a potential benefit to not continuing this project in its current form, where the technical assessment does not warrant the installation at this point in time (but can continue to be monitored) and when greater community benefit across Hamilton Hill

can be realised, and in a form where there is better community appetite for improvements.

Initial exploration of a proposal, including consultation does not bind Council to have to deliver the works. It is prudent to not apply municipal funds where value both to the community and in terms of road safety outcomes is limited.

The officer recommendation is not to continue with the Healy Road project and undertake a line marking and sign review and continue to monitor the road.

Strategic Plans/Policy Implications

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- An integrated, accessible and improved transport network.
- An attractive, socially connected and diverse built environment.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

Project is considered as Capital project '3996 RAC Healy Road', \$197,090 is currently allocated to the delivery of the project. Should the Officer recommendation be followed these funds may be reallocated to other projects at the Mid-Year Budget amendment or returned to the infrastructure reserve.

Legal Implications

N/A

Community Consultation

Following the initial community workshops, including a co-design process in September 2021, the City invited comments on the Draft Design for Healy Road in August 2023.

While the length of time transpiring was not ideal, it was necessary to source additional funding (which has more than doubled since the proposal arose), redesign an option which could fit to the revised budget, reschedule the consultation and work within the resource constraints.

The engagement period was open for a period of 24 days, within the period two community drop-in session were held and letters sent to past participants, Healy Road residents and property owners. The City established a Comment on Cockburn webpage and also contacted the Hamilton Hill Community Group.

The project page on the Comment on Cockburn website received 295 visits during the comment period. The City received 51 responses, including 49 feedback form responses and two submissions.

Respondents were asked their level of satisfaction with the design, including what they like, any improvements they would make and any perceived challenges or concerns with implementing the design in its current form.

Opinions on the draft design were divided; 49% of feedback form respondents are satisfied, 41% are dissatisfied, 8% are neutral and 2% did not respond to that question.

The aspects liked most amongst all respondents are; the slow points (18 mentions), verge vegetation (17 mentions) and pavement artwork (15 mentions).

The aspects respondents mentioned most frequently as improvements they would make are; reduce the number of speed humps or use slow points instead (19), relocate some treatments away from their property due to concerns about driveway impacts (eight mentions), add more signage, such as intersection stop signs and speed limit signs (five mentions)

Risk Management Implications

As a project that may be deemed a discretionary upgrade, based upon the City's Local Area Traffic Management Warrants process, the reasons for cancelling this project may be justified.

Based upon community engagement activity, the community sentiment is likely to be balanced with equal numbers disappointed in the result as those who are satisfied in the outcome.

The road network will continue to be monitored irrespective of the decision of Council and as such any future need for interventions could be brought to Council at a time where the residents of the road may better agree with the reasoning for the project.

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 14 December 2023 Ordinary Council Meeting.

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

Nil

Draft Design – Healy Road, Hamilton Hill

Examples are only indicative and subject to detailed design





Community Feedback Summary

Draft Design – Healy Road, Hamilton Hill
August 2023



cockburn.wa.gov.au

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1. Background

In 2021, the City invited residents to have their say on making Healy Road safer between Rockingham Road and Carrington Street. Through workshops and an online mapping exercise, participants pinpointed areas for improvement and proposed treatments for the road. The City received over 80 suggestions, with the majority raising concerns about vehicle speeds.

However, there were diverse and conflicting views about which traffic calming treatments to use. The most suggested treatments included speed humps, pavement markings, and various types of slow points. There was also a desire among respondents east of Hoskins Street to retain the existing road conditions.

Initially, the City's plan involved installing temporary fixtures like pot plants and bollards to slow traffic, which received funding from the RAC. However, upon further community feedback, the City committed to refining the design to better align with community expectations. Additional Council funding allowed the City to develop a revised design with permanent treatments.

Alongside site and budget constraints, the revised design considers the community's feedback from the initial consultation and includes the following treatments:

- Seven speed humps
- Three additional slow points
- Two pavement artworks
- Street trees or low garden beds along two corner verges
- No changes east of Hoskins Street.

Before finalising the design, the City invited past participants and Healy Road residents to provide feedback on the draft. This document summarises the feedback process and comments received.

2. Process

The City invited input over 24 days (August 2023) in the following ways:

- Online feedback form
- Hard copy feedback form
- Community drop-in session
- Email
- Phone.

To raise awareness and invite input, the City wrote to past participants, Healy Road residents, and property owners. The City also established a Comment on Cockburn webpage and contacted the Hamilton Hill Community Group.

3. Feedback Summary

The project page on the Comment on Cockburn website received 295 visits during the comment period. The City received 51 responses, including 49 feedback form responses and two submissions.

Respondents were asked their level of satisfaction with the design, including what they like, any improvements they would make, and any perceived challenges or concerns with implementing the design in its current form. Key feedback themes are outlined below:

- Opinions on the draft design were divided; 49 per cent of feedback form respondents are satisfied, 41 per cent are dissatisfied, eight per cent are neutral, and two per cent did not respond.

"You will never please everyone - but it is such a great move and it's really appreciated. Thank you for persisting and for trying to balance the concerns of everyone."

"We believe that we do not have enough traffic to warrant this project and believe money could be spent better elsewhere."

- The aspects liked most among all respondents are the slow points (18 mentions), verge vegetation (17 mentions), and pavement artwork (15 mentions).

"I like the slow points."

"All the more natural options e.g. use of trees, plants, flower beds etc."

"I LOVE the plan to have beautiful art work in front of my property, I'd love to see copies of the exact design of art that's being planned if possible!"

- The aspects that respondents mentioned most frequently as improvements they would make are:
 - Reduce the number of speed humps or use slow points instead (19 mentions).
 - Relocate some treatments away from their property due to concerns about driveway impacts (eight mentions).
 - Add more signage, such as intersection stop signs and speed limit signs (five mentions).

"[I am] opposed to the extensive number of road humps. I would suggest installing two or three and then seeing the result, before installing all of them."

"The permanent slow point is right outside my home and will impede me and my family. We have a boat, trailer and caravan."

"I believe that installing speed limit signs (white backed, black numbers, red circle) and is important."

- The top challenges or concerns raised by respondents with the current design are the number of speed humps (14 mentions), the location of some treatments (eight mentions), and the cost of maintaining the pavement art (four mentions). Some respondents expressed no perceived challenges with the proposed design (seven mentions).

"I live on Healy Road so am aware of the speed some cars do, but I think this many speed bumps is too much."

"I cannot speak for all of the locations for the slow points, but the one closest to me would be blocking the ease of access to the fire hydrant, which is within my neighbours crossover, that seems detrimental for the Firefighters ability to aid in an emergency."

"The ongoing maintenance of painted road surfaces."

"I'm very pleased, thank you for the opportunity for feedback."

4. Participant Responses

Please note, in the interest of transparency responses are as received with minimal editing therefore some spelling and grammatical errors may exist.

4.1 Feedback form responses

Q1. Are there any specific elements of the design that you particularly like? If so, please explain.
Painted road surface
Yes I do like the speed hump design
Looks good to me overall
Yes planting of trees well needed but not on blind corners
Slow points and speed bumps around Ommaney st. It's a dodgy bend.
Yes. All the more natural options eg use of trees, plants, flower beds etc. Also the painted road creates a sense of local community vs sense of a fast road.
Permanent slow points are good, LESS SPEED HUMPS please. The speed humps can contribute to noise pollution from cars slowing down then speeding up to go over the humps,
The street art and the slow points with trees.
Painted road surface, slow points, street trees and flower beds
Humps, traffic slow triangles
Painted roads, tree scapes and permanent slow points
Really appreciate the changes and progressing on this.
1. The permanent slow points are fantastic - thank you!!!! These make a big difference to deterring speeding, reduces traffic and discourages speeding heavy vehicles from using Healy as a cut-through, and overall makes the road more friendly for active transport users.
2. The trees planted along the road are great - especially if you do plant them in the slow points. Please consider more trees!!!
3. Although I'm not as much of a fan of speed bumps - I appreciate changing the temporary speed bumps to permanent ones. These are less noisy and more comfortable to travel over.
I like the overall premise. Painted street and foliage would be welcomed improvements.
traffic slowing features and trees
I like the painted road surfaces but am aware that these will require maintenance and an added cost for the City. The permanent slow point to the West of Gordon Rd is useful as this is a hill and vehicles inevitably pick up speed as they descend

the hill and move eastwards. However, the permanent slow point on the corner of Showell may possibly cause problems for vehicles turning into Healy Rd from Showell St.
None at all.
The design is going to have drastic impacts on our property (further comments below).
The artwork is a waste of money and this money for the artwork should be placed elsewhere in the community.
Painted road surface, permanent slow points, planting trees.
No
Art works
Love the pavement art and Street trees :) Slows the traffic while adding to the aesthetics
I like the slow points
I like the pavement artworks and the slow points. Adding some art to the suburban streetscape is a great idea.
As owner of [REDACTED] healy road [REDACTED] I LOVE the plan to have beautiful Art Work infront of my property , id love to see copies of the Exact Design of art thats being planned if possible! Although i have never had too many issues on Healy road, i have once or twice witness cars doing high speeds exactly where the slow points and speed bumps will be placed. At the end of the day, if the street is getting an upgrade, artwork, looking nicer with maintenance whilst promoting safe speeds. Im very happy
I think it's a great initial draft, I like the slow points.
I like the slow points, especially if trees are planted within them and I like the planting of street trees on corners.
Between Showell and Hurford has blind curve and bushes block view when heading east also at Parnell many cut corner plus buses can cause issues so addressing this assists
We like the overall design -- except for the lack of changes east of Hoskins. We live at the junction of Healy Road and Weavell Street and gave specific feedback in the 2021 consultation about the need for traffic calming treatments between Hoskins and Carrington. We query the basis for the "desire among respondents east of Hoskins" and, if there was a such a view, why it should win over some basic changes to make the road more safe.
Street trees & garden beds
Slowing traffic esp via slow points
Speed humps
No
No, but i understand the importance of slowing the traffic down or redirecting the use of Healy Rd as a cut threw street

Really appreciate the changes and progressing on this.
1. The permanent slow points are fantastic - thank you!!!! These make a big difference to deterring speeding, reduces traffic and discourages speeding heavy vehicles from using Healy as a cut-through, and overall makes the road more friendly for active transport users.
2. The trees planted along the road are great - especially if you do plant them in the slow points. Please consider more trees!!!
3. Although I'm not as much of a fan of speed bumps - I appreciate changing the temporary speed bumps to these wide permanent ones. These are less noisy and more comfortable to travel over.
yes the street trees and painted road surface at several intersections
No.
Street trees. The more trees the better. Thank you for including this into the planning. Please select trees that would benefit the wildlife habitat and feeding. There is no point putting in trees that look lovely if they serve no purpose in greening and serving the environment.
No
Slow points along the straight parts of Healy Rd.
I love that the city is trying to address reducing speed on this road. I near by and use the area as a pedestrian, cyclist and motorist. Reducing speed on Healy Road is definitely needed
Trees & artwork suggestions
Street art would be most welcome as it would add vibrancy to the street
I like the speed bumps but hope they are low profile ones and think there's too many on the eastern end
The Permanent slow ping + speed humps are excellent, especially on Healy Road from Rockingham Rd to Ommaney Street
Extra Trees
Speed control and accompanying vegetation
Thank you for actually, actually producing a plan to REDUCE Traffic in dangerous Healy Rod especially from Rocknigham Rd to Ommaney St

Q2. Considering the limited budget and site constraints, are there any aspects of the design that you believe could be improved or modified? If yes, what changes would you suggest?
A few less speed bumps
Speed hump design
better than nothing

I would like to see more trees, perhaps exchange speed bumps with slow points and plant a tree in them. Less hard fill needed possibly and a nicer street scape,cooling of the area.
What do plants on corners do except restrict vision? Ridiculous in a road safety project .
A few 'cycle safe zone' signs wouldn't hurt.
I don't like speed humps. And there are too many. They may be effective but they are frustrating and annoying and uncomfortable and ugly. Also bad for anyone with back problems. I'm not sure why anyone thinks there is a need for them on Healy Rd.
I think the only speed humps necessary are the one just before Gordon Rd, just after Ormanney Rd, and just before Hurford St. Remove the other 4 from the draft design will reduce the cost of the project.
Make the street a bike priority street and indicate this with traffic signs and street markings. Make use of on street parking bays to slow down traffic. I live east of Hoskins and would like one slow point east of Hoskins and it would be nice to have an artwork at Weavell as well.
Add more slow points than speed humps. 4x4 vehicles can go straight over speed humps without slowing.
Do like the idea of having a slow point at the front of my house
Request that the speed humps don't cover the whole road, allowing a space for cyclists to ride around /between them.
Yes remove the trees from showell St. Lots of kids cross healy road at that point and I'm concerned about that obstructing their view and also hiding them from oncoming drivers.
A zebra crossing near showell street crossing from one side of healy road to the other would be perfect. Lots of dog walkers, kids, bike riders and pedestrians cross here to get to the park and shops. The ommaney st corner is virtually a blind turn, putting a traffic slow sign or bump before and after this street would be great.
Less speed bumps
1. It would be wonderful to see more slow points.
1.a. Can we move the western most slow point further west, then replace a speed bump at point where the Dixon Reserve Tuarts and the Gordon Rd vegetation join (leading up to Clontarf Hill) with a slow point? Native trees planted in the slow points will mean a green corridor for wildlife and safe and cool spot for pedestrians crossing at this point. It will also slow traffic more as they come down the hill.
1.b. Can we put another slow point between Ommanney and Hurford intersections (replacing the middle of the three speed humps).
2.The bend at Ommanney and Healy is particularly dangerous, especially for traffic travelling east as they speed from the hill. It might also be useful or put another slow point or hump (with a pedestrian crossing on it) between the intersections of

Healy with Showell and Ommanney. Other options could be a small round-about with a tree planted in it or a 'warning concealed driveway signs' and a '30 km / hr' sign as they approach the intersection?

3. It would be fantastic to incorporate many more trees - please ensure there are trees are planted in the permanent slow points (please pick natives) and add more trees along the road where possible - especially places of opportunity like the sump on Healy and Showell, the space near Newmarket, and also Parnell and Healy.

If more money for the above trees and slow points is required - I'd prefer these traffic calming and tree canopy additions instead of the painted roads - which will do nothing to slow traffic nor add thermal comfort.

Review use of excessive speed bumps.

I am not in favour of speed bumps and would prefer slow points. I would like some signs alerting drivers to wildlife (bobtails) as see so many squished on the road.

The western corner of Healy Rd (intersection of Healy and Rockingham) is a very dangerous corner as both bicycles and vehicles need to cross 2 lanes when turning right and the distance between the intersection of Cockburn Rd and Rockingham Rd is very small. Likewise cyclists exiting the bike path and accessing crossing Rockingham Rd to Healy Rd experience difficulties. Vehicles turning left off Hampton Rd move quickly to this intersection. It would be a better solution for Newmarket St to connect to Healy Rd.

Yes.

No trees on the permanent slow points. Such slow points, as proposed, will be placed right in the middle of our driveway. This poses a significant safety risk. The trees will interfere with and block vision when reversing from the driveway.

Perhaps stick to low lying shrubs?

The slow points are a death trap waiting to happen.

No! Speed humps close to street corners.

No! Slow points where fire hydrants are present.

Not necessary no problem with speed in the area.

I'd consider painting road at Parnell Rd instead of carter st- more kids cross road near Parnell Rd on way to school and would be good to slow traffic on corner.

Nothing needs to be added, the road is fine and safe. I've lived on Healy Road for two years and never had any issues.

no speed humps

Speed bumps are irritating, excessive and unnecessary cost - aside from long term damage to car suspensions

We got promised a bike path a while back with some additional RAC funding. Has this idea now totally disappeared

I would remove one of the speed humps between Ommanney St and Hurford St.

I HATE sped humps - please don't contaminate our street with these. I attended a community meeting on this issue (Healy Rd) where nearly all, if not all, participants said they don't want them. I can't understand why you're saying they were a preferred option. In my opinion the street will be safe enough with just the few slow points you've indicated. It's not a particularly dangerous street - I've never seen any problems with it.

Yes just ensure that the first road hump from Rocky Road is placed last ■ Healy drive to the complex on east side of the drive entry to ensure removal and delivery trucks can enter or turn without having speed bump issues

Yes - there should be at least a painted road surface at the junction of Healy Road and Weavell Street. This is consistent with the overall design three major traffic problems for this section of Healy Road: (1) the tendency for cars to accelerate up the hill after they pass the street divide at Hoskins; (2) the frequent use of Weavell Street - Healy Road intersection by cars travelling to Carrington Street and a number of near-miss accidents; and (3) the volume of traffic entering Healy Road east of Hoskins, from Carter Street, from residences on Hanlon Street, and from Weavell Road. There is a pedestrian walkway that leads up to Michelle Place and Weavell Road is commonly used by persons (including children from several families) from Healy Road to access Bakers Square. All of these considerations support at least a painted road surface at Healy-Weavell.

I'd love to see more street trees, also more slow points (instead of speed humps).

Scrap the whole thing. Waste of money.

Abandon the project completely.

I have safety concerns for the Permanent slow point, especially the one planned for outside my address of ■ Healy Rd. I have a trade vehicle with limited visibility due to tool boxes etc so i alway reverse into my drive way which is done to make it safer when exiting the drive way as i have clear vision of on coming traffic and especially pedestrians using the foot path which i located on my side of the street. I feel that these permanent slow point could cause issues for me reversing and also my soon be driving teenagers. I also fear for my elderly neighbors at ■ Healy Rd who still drive. I feel that their safety is being put at risk but installing the slow point outside our property's

1. It would be wonderful to see more slow points.

1.a. Can we move the western most slow point further west, then replace a speed bump at point where the Dixon Reserve Tuarts and the Gordon Rd vegetation join (leading up to Clontarf Hill) with a slow point? Native trees planted in the slow points will mean a green corridor for wildlife and safe and cool spot for pedestrians crossing at this point. It will also slow traffic more as they come down the hill. The addition of a WIIDLIFE bridge would be amazing!!!

1.b. Can we put another slow point between Ommanney and Hurford intersections (replacing the middle of the three speed humps).

2. The bend at Ommanney and Healy is particularly dangerous, especially for traffic travelling east as they speed from the hill. It might also be useful or put another slow point or hump (with a pedestrian crossing on it) between the intersections of Healy with Showell and Ommanney. Other options could be a small round-about with a tree planted in it or a 'warning concealed driveway signs' and a '30 km / hr' sign as they approach the intersection?

3. It would be fantastic to incorporate many more trees - please ensure there are trees are planted in the permanent slow points (please pick natives) and add more trees along the road where possible - especially places of opportunity like the sump on Healy and Showell, the space near Newmarket, and also Parnell and Healy. If more money for the above trees and slow points is required - I'd prefer these traffic calming and tree canopy additions instead of the painted roads - which will do nothing to slow traffic nor add thermal comfort.

4. The best solution would be to consider blocking Healy Rd altogether - connect the Dixon Tuart remnants at the north of the Dixon reserve (near 47 Healy) to the are of green space at Gordon Rd and up through to Contarf. This is an important green link for wildlife, and the path has significant Aboriginal cultural importance. It would also add value to the area, build climate resilience, and offer a chance to create a large Green-space for residents and visitors.

5. Ensure there is room for bikes on the CURB side of the slow points to keep the road safe for those on bikes.

get rid of most of the speed humps and use Barrington street Spearwood as an example, between stock road and Rockingham road where a digital speed screen is operational at 50km. Place signage at the corner of Rockingham Road and Healy road to state "Local Traffic only" as Google Maps designates Healy road as the shortest route to all traffic on Cockburn road which are heading to all suburbs East of Cockburn road.

An optimal solution should not be constrained by budget, especially if the proposed solution has an adverse impact on the residents. A staged solution should be considered if necessary. The current design does NOT address the most significant problems on Healy Road. Improvements to the intersections with Parnell Street and Hurford Street should be a priority. Coincidentally, upgrades to these intersections will likely also have a positive impact on speed reduction. Please see "any further comments" section.

I believe it is over kill on the amount of slow points being planned. Given that it is a main road, if the traffic is slowed to a point that people find alternative routes, there may be quieter normally less used roads that see an increase in traffic. With no slow points there and the speed limit at 50kms in residential areas, it could potentially create another problem.

Healy Rd looks to be between 1.2 and 1.6 kms long, therefore, with 10 slow points

that's around one every 160 metres or more. I would think no more than 4 or 5 speed bumps at the most. i would think the object is not to discourage drivers from using this route, but to make it difficult to speed on.

I live close to Troode Rd, one of the few connecting roads from Rockingham Rd to Hamilton Rd. There are two speed bumps and three dips in this road over around 400metres. I am basing my opinion on my daily usage of this road.

I'm not happy about the slow points - especially since one is very close to our driveway. Can 'slow points' be positioned at the intersection of Parnell Road/Healy Road, Hurford Street/Healy Road and Ommanney Street/Healy Road, similar to those on Coolbellup Avenue and Waverly Street, Coolbellup? There also seem to be a lot of speed bumps. I cannot see how painted road surfaces slow down traffic - it seems to me to be a waste of public funds.

Modifying the intensity of the slow points to replicate the one already in place between Carter and Hoskins Sts. i.e. rather than chicanes, just s-bends.

I would reduce the number of speed humps. More speed humps and humps that are too sharp on entry and exit, increase traffic noise and emissions. I also believe the speed humps should not impend cyclists and not extend to the last 0.5m to the curb. Speed humps also need to be soft entry/exit and longer in length like the ones near Fremantle arts Center on Ord St, not sharp ones like the ones on York St in Beaconsfield. This will reduce the noise from cars slowing and speeding up. I'm happy to be contacted to explain this further. One of the most important thing is missing. I believe that installing speed limit signs (White backed, black numbers, red circle) and is important. A flashing speed reminder (smiley face = below limit vs frowny face = speeding) is very important, Particularly at the corner of Gordon Rd for east bound traffic.

No humps! Only slow points added in

It is ridiculous how many roads are getting humps which I think are damaging to vehicles unless complete stop at each hump.

Slow points would stop hooning speedsters

I would encourage more slow points instead of speed bumps.

I often cross Healy rd near Gordon road to get between bushland and would love to see an island with a tree+speed bump here to aid in crossing near the crest rather than a slow point further up. It would also be wonderful if bike users could be considered as the current walk path is inadequate for bicycles and it's dangerous to cycle on the road near the crest. Could a bike lane fit?

The cost and then ongoing maintenance of painted road surface could be better replaced by more planting of street trees + flowerbeds where safe.

At the squeeze points to make it possible for cyclists to pass on the inside and not be forced to the road centre.

As there is a [illegible] I would not put the [illegible]

- 1) No Street painting, please - [illegable - possibly: protect roads not decorated]
- 2) Further greening eg in slow points, angled in Healy Rod. more and more trees etc.

Q3. Are there any specific concerns or challenges you foresee with implementing the design as it is currently proposed?

I feel that coming down Healy Rd from Rockingham Rd the 3 speed bumps plus slow point are excessive. I don't believe the speed bump near Gordon Rd is required or the middle one between Ommanney and Hurford. I think this will just push more traffic to travel along Ommanney & Hurford out to Rockingham Rd (south near IGA) putting more strain on the intersection there as well with the Basketball Courts.

No

no

Yes bottleneck (slow points) on the bottom of the hill that begins Healy road and the corner or showell st this is just dangerous and ill-conceived

We wish to keep the road conditions the same at this point

No.

Yes, there is too much for a road that isn't crazy busy. I prefer the permanent slow points to speed humps but they also create difficulties for cyclists and cars together.

Healy Road does not need 7 speed humps, reduce them to 3.

I don't mind but the number of speed humps seems large particularly between Ommanney and Hurford. I think there will be less resistance against slow points so maybe consider using more of these.

No

Due to the increased of car flow and approval of the town house on 72 on Healy road. I feel like maybe the road should be blocked off. We could even block off the road off at the bottom of the hill and give some bush land back to nature and put in a bush path instead of painting the road

7 speed bumps and 3 slow points over a stretch of 1km road seems excessive.

I live on heavy road so am aware of the speed some cars do but I think this many speed bumps are too much.

You will never please everyone - but it is such a great move and it's really appreciated. Thank you for persisting and for trying to balance the concerns of everyone.

Some might not like the speed bumps, so you might get push back. Honestly I would prefer more slow points with trees in them over speed bumps, but I'd rather this design than nothing at all.

I've seen speed bumps and slow points used in isolation but never together. My concern is that the speed bumps in addition to the slow points would be overkill and become frustrating to residents. They can always be added later if the initial measures don't address the issue. In addition, I have some concerns about the slow point near a corner. Lastly, low foliage and big trees may make children and pedestrians difficult to see.

I would like to see a wildlife crossing near the Clontarf rd section

I was somewhat surprised by the number of speed humps (7) that are proposed. Are these speed tables or as recorded on the plan "humps". I believe research has indicated that speed tables are preferable for a number of reasons. I attended the in person consultation in 2021 and I remember that a large number of attendees were advocating for either no speed humps or as few as feasible. It is my understanding that trucks and SUVs are not always slowed down by speed humps. Currently there are a lot of trucks using this road as a shortcut to and from Carrington St. In addition, there is also an increase in truck movements due to the development at 70/72 Healy Rd.

The planting of street trees/low flower beds is welcomed. However, I have noticed that the number of street trees planted on Simms Rd in Hamilton Hill has not been successful as only half of those planted now remain.

I'm uncertain as to what will be planted on the corner of Parnell Rd. This road is used by buses (532 route) and buses turning right into Parnell is always a challenge for vehicles that are exiting Parnell onto Healy Rd as it is a tight corner. If buses are moving south and turning onto Healy Rd from Parnell high plantings could obscure vision of vehicles travelling east on Healy Rd.

We have many concerns and hope these are taken into account.

1. the location of the slow points, and trees are to be placed in the middle of our driveway.
2. the trees will block vision when reversing.
3. in the future, we propose to build on our block. The ignorance of the location as to where to 'dump' the slow points will have material impacts and adverse affects on building our future home, including placement of the driveway.
4. the proposed location of the slow points will inhibit and block the use of the front of our block for the purposes of our boat.
5. the proposed location of the slow points will affect the value of our property, given they are to be placed in the middle of our driveway.
6. the artwork is tacky and this money should be allocated elsewhere in the community.

The permanent slow point outside [REDACTED] Healy Road is not going to suit my circumstances with reversing my caravan (a large one) into my yard as it is very difficult as it stands. Also, I have a hydrant in driveway.

Very little communication in the past. not advertised enough.

We are at ■ Healy Rd - happy to have speed hump or the slow point out front, prefer not directly in front of driveway (we reverse a camper trailer into driveway).
Please make our rates less instead of doing these works.
we don't want speed humps
How long will road works disruptions last ?
Many people hate speed humps including me . Please do not use them. They are not good for my already broken spine and for my car
No.
Not at all.
I'm very pleased,thank you for the opportunity for feedback.
People drive dangerously fast as they cut through to from Rockingham road, my concern is there are not enough slow points to improve community safety.
I'd love to see more trees please.
I don't know whether painting the road surface will slow the traffic but if you go ahead with this could you please use non-toxic paint?
Yes just ensure that the first road hump from Rocky Road is placed last ■ Healy drive to the complex on east side of the drive entry to ensure removal and delivery trucks can enter or turn without having speed bump issues
We urge the City to consider at least a painted road surface at the junction of Healy Road and Weavell Street. Failure to implement some change east of Hoskins would fail to address the traffic problems that exist -- chiefly cars moving too fast toward Carrington Street after Hoskins and the near-miss accidents of cars entering onto Healy from Weavell. These are real, on-going problems that could be addressed.
Yes. the permanent slowpoint is right outside my home and will impede me and my family. We have a boat. trailer and caravan.
My husband is disables & has a large van to pick him and his electric scooter up. This project will impede on us.
As mentioned above. I would like to see less traffic cut through Healy Rd. One suggestion it trial a dead end on the Western point of Healy Rd
You will never please everyone - but it is such a great move and it's really appreciated. Thank you for persisting and for trying to balance the concerns of everyone. Some might not like the speed bumps, so you might get push back. Honestly I wold prefer more slow points with trees in them over speed bumps, but I'd rather this design than nothing at all.
yes Google Map users entering Healy road and not knowing what excessive fiasco lies ahead shall become quite angry at with 7 speed humps and 3 slow points on a 1km road
The residents of Healy Road that I have consulted are 100% against this project as it proposed. Does ratepayer anger count?
See above

As mentioned in point 2: I would prefer to see a different design of the slow points. Perhaps speed bumps could be introduced at a later stage, if required, once the 'modified' design of slow points has been implemented and trialled.

I disagree with street painting, I believe that they can be confusing to some motorists, especially if road demarkation lines are not painted over the design. It would be far simpler to paint the road lines, install stop signs and maintain a clear path of vision at the intersections. Especially the intersections of Hurford and Healy and Ommanney and Healy.

The junction of Parnell and Healy has a history of near misses and accidents from people cutting the corner or missing oncoming traffic due to the lack of visibility on the east corner, to plant road trees would further inhibit the view.

I cannot speak for all of the locations for the slow points, but the one closest to me would be blocking the ease of access to the fire hydrant which is within my neighbours crossover, that seems detrimental for the Firefighters ability to aid in an emergency.

Regarding speed-humps, I personally drive a car with a reasonably low clearance and would be concerned that the height of the speed-bumps could potentially damage my cars undercarriage. Speed bumps like those along York St in Beaconsfield are at an acceptable height and width for easing over, but conventional ones that are the full width of the road, would be most uncomfortable on a day to day basis.

I do not believe that it is necessary to have speed bumps or slow points on any section of Healy Rd that is not straight, in fact I suspect it may cause more accidents by people needing to slow down around the curve between Ommanney and Hurford St and by having the slow point on the hill coming from Rockingham Rd towards Gordon Rd.

Healy road is used by a lot of cyclist and consideration needs to me made for them. From my observations interacting with this area on a daily basis for the last 5 years, one of the biggest problems is east bound vehicles gaining too much speed coming down the hill near Gordon rd and then whipping into the blind chicane at Ommanney St. It seems as though this has been considered with the slow point at Showell St. That slow point seems as though it may cause confusion for motorist interacting with that intersection. I hope that has been considered in the design.

If speed humps are going to be applied to the hill on Healy ... I request a bike lane free of hump as we cycle down this hill frequently and DO NOT want to deal with humps which could have dangerous outcomes at cycle speed!

I would thoroughly discourage speed bumps. To the residence living close by they would be constantly subjected to slow down-speed up car sounds all day and night. To me this would be torture.

Ask any of the businesses along South Terrace how annoying this has been for them since the install of speed bumps.
I don't know how much a painted road surface costs and don't know how necessary it is! I would prefer to see that money allocated to a bike lane from Showell st to Rockingham road. There's also far too many slowing points between intersections, we use this road every day and think the 1st, 3rd (with an island added), 5th and 7th speed bumps (from left to right) would be adequate.
The ongoing maintenance of painted road surfaces
speed bump noise has been addressed.
Not so far - i think it will work well.
As long as my comments in section 2 are addressed i'm happy.

Q4. Overall, how satisfied or dissatisfied are you with the design?	Responses
Very satisfied	8
Somewhat satisfied	16
Neither satisfied nor dissatisfied	4
Somewhat dissatisfied	8
Very dissatisfied	12

Q5. Any further comments
at least 3 times a week around 5 am is a super noisy motorbike racing racing up healy rd. tome to get things like this stopped. most of the cars driving faster than the speed limit.
As I member of this street and suburb my entire life I would think money would be spent better on surrounding parks and recreation facilities such as skate park gym equipment and a Bmx track that can last more then 2 winters
As well as having the local park not flood every winter
Street lighting between Ommaney st and Rockingham road is dire.
Take out the speed humps and then I'd feel much more satisfied. And there are too many of them. I travel up and down this road every day often more than once. I prefer that Hamilton Hill focuses on creating a greener more attractive neighbourhood feel vs adding in speed humps into a local environment
The population around Healy Road is unlikely to increase significantly in the next 10 years or so, therefore, the amount of traffic on it will remain about the same. It is not a thorough fair that would need so many speed humps to deter non-residents from using it. The proposed number of speed humps will frustrate residents of Healy Road, for example, me, who has no choice but to use the road on a daily basis.

We would

Like to see the western end of Healy Rd enhanced. Painted road surface.

At the moment my young kids can cross healy, ommaney, showell streets without much concern other than speed. We get very little traffic. I regularly cross with a pram and on bikes. I'm concerned these streets will be turned into what clontarf is like. More humps, zebra crossings and traffic slow spots would be great. Keep our speeds low with more visibility. To be honest, I'm not sure what those additional trees add, save money there and give more bumps.

The last draft proposed had positions of signs and so stopping zones. My house had a no stopping zone and two signs out the front. As I would not like 2 no parking signs on my verge are there any alternatives such as painting the road

Thank you.

Please consider the bobtails!

Bicycles heading east and travelling from Healy Rd west to Healy Rd east (and the reverse -travelling from Healy Rd east to Healy Rd west) have difficulty crossing Carrington St. This has not been addressed in the plan as no changes are proposed east of Hoskins St.

The plan does not address issues faced by cyclists at each end of Healy Rd west. These are 2 major failings. Healy Rd is used by large numbers of cyclists travelling to and from Healy Rd east to the bicycle path to South Beach.

Please move the slow points and artwork away from our driveway.

I agree with some of the speed humps not! the ones close to street corners, and also speed humps on a UPHILL slope. too close together.

Very unfair for elderly people in the area with no internet skills and non-speaking English. Who don't understand

More street trees, especially some larger species where there are no power lines. Trees can help to calm traffic by enclosing the road verge/making road feel narrower. We also plan to convert over to native verge next April - may be some opportunity to encourage native verge conversion as part of the project. If creating Healy Rd as a cycling corridor, would be great to look at the rockingham rd/Hamilton hill crossing at same time... or as the next project. Thanks... happy to see this project go ahead.

Please make our rates less instead of doing these works.

I am very disappointed that there is no mention of a bike path or a speed limit. I also want to mention that it is very dangerous to turn into market street or from Market street back onto Healy Rd for cyclists. There is only one narrow path angled west, at least it would need another small bike path angle facing east

No further comments.

As owner of [REDACTED] healy road

I am very happy with beautiful artwork being displayed on the road opposite [REDACTED] St.

Thank you for the design and investment in my street, would love to see more trees

As noted, we support the overall design (except the lack of features east of Hoskins) and the overall aim of the project. There is a strong safety basis for at least a painted road surface at Weavell and Healy. We live at that junction with two small children and there is a family at the house opposite, along with other children who access Bakers Square via this junction.

Thanks for your work on this :)

I DO NOT want the permanent slow point outside my home at [REDACTED] Healy Road. Please call me to discuss on [REDACTED]

[Doc ID 11603404]

We believe that we do not have enough traffic to warrant this project & believe money could be spent better elsewhere.

[Doc ID 11603405]

I HAVE BEEN A RESIDENT OF NORTH COOGEE FOR 14 YEARS NOW AND OFTEN TRAVEL ALONG HEALY ROAD FOR VARIOUS REASONS AND I HAVE BEEN CONCERNED THAT ALL TRAFFIC HEADING EAST IS DIRECTED BY GOOGLE MAPS TO USE HEALY RD- PLEASE CONSIDER THE SIGNAGE AND SPEED SCREEN.

I have had several email communications with the Council, specifically [REDACTED]. The stated outcome is that the Council will not entertain any changes/ or alternative options to the current project. It appears the only option is to accept it as is or encourage the Council to vote it down. References have been made about alignment with the Town Planning Scheme and the Traffic Management Scheme, but no specific detail has been supplied. Reference had been made about surveys that were conducted and how the data reflected the need to slow vehicle speed on Healy Road. I received links to this data yesterday (28th August 2023). After analysing the data the following was found and conclusions made:

1. The 3 surveys were undertaken over a period between Mar 1029 and Nov 2020. Assuming relativity between the surveys it shows a 13% increase in just over 6 months in 2019 and a 10% increase in about 16 months to November 2020. A broad brush extrapolation would suggest that a 10% per year increase in traffic over the last 3 years would indicate a traffic count of around 1400 vehicles a day now of which nearly 100 heavy / commercial vehicles are included. At what point is traffic management, other than speed management to be considered?
2. The traffic data provided does not indicate vehicle speed. What information do you have that provides vehicle speed data. Given the most recent revision of the project is all about reducing speed, how do you propose to measure the vehicle speed changes before and after the project completion? Surely this would be a

major KPI for the project.

3. The traffic count data did not directly cover the section of Healy Road between Parnell Street and Hurford Street. I consider this to be the busiest section of Healy Road due to the through traffic to/from Parnell Street through to/from Hurford Street. This was missed in the previous traffic surveys.

4. The crash data is not up to date and gives an erroneous view. The car crash shown east of Parnell Street was in fact where a lady under the influence of drugs tried to turn left into Healy Road from Parnell Street and drove on the verge lawns before demolishing an Olive tree a few houses up. This was in the mid-afternoon on a fine sunny day. No amount of speed bumps or slow points would have stopped this, so it would be inappropriate to use this accident in any analysis related to road safety upgrades.

The crash on the corner of Hurford Street and Healy Road further stresses the need for upgrades to the intersections at Hurford and Parnell Streets. Something similar to that used on Coolbellup Avenue between Winterfold and Waverly Roads perhaps? I'm sure there are other suitable alternatives for intersection upgrades. There was another crash that has not been shown. As I mentioned previously, it was a significant crash on the corner of Healy Road and Parnell Street that required emergency services. I do not believe that speed was a factor in this case, however changes to the intersection could lessen the likelihood of it happening again.

5. It's interesting that the section of Healy Road east of Hoskins Street where the Council has decided to make no changes, has the highest average weekday vehicle count (just under 1070) and the highest heavy / commercial traffic at 6.9% (just under 75 per day), the most of the 3 surveys.

6. Based on this data I believe that upgrades to the intersections of Parnell Street and Healy Road and Hurford Street and Healy Road are justified and required urgently. In the first instance (based on the information provided) I do not believe speed bumps are warranted. Once metrics have been obtained post upgrades to the intersections, a future review should be considered. New metrics must specifically include the section of Healy Road between Parnell Street and Hurford Street. I suggest that a vehicular traffic and speed survey on this section of Healy Road (and other sections) be undertaken immediately so there are relevant metrics to use in any future analysis.

As a ratepayer, I am strongly against the expenditure of ratepayer funds on a project that does not have a justified premise (ie. the need to slow traffic) and will not address the obvious need for non-speed reduction specific upgrades to the intersections mentioned above.

Try out Troode Road and test the speed you can do (safely) without causing injury to your back (or passengers around) over the speed bumps. If there is no oncoming traffic one can drive a little over to the middle of the road, slow right down and drive over the speed bump straight on. If however, there are other

approaching vehicles, one has to slow down to 5 or 10 kms as going over the speed bump, the right side of the vehicle upon the speed bump while the left side wheel remains flat on the level road. Going any faster throws your back around.

The initial draft document (Your ref:144/005) was headlined "Help make Healy Road a more pedestrian friendly, vibrant road". Pedestrian pathways along Healy Road are mismatched in width so that more than two people are not able to use it comfortably. Between Hurdford and Ommanney Street the pavement is also at different levels, making this a tripping hazard. Furthermore, vegetation, both natural and cultivated, overhangs the footpath, increasing the tripping hazard. What strategies can be introduced to further limit traffic onto Healy Road?

I Frequently cycle westbound on Healey and turn northbound onto Newmarket St to avoid cycling in heavy traffic with a child in a childcarrier and then again in reverse. The angle of the pedestrian/ cycle cutaway makes turn on and off Newmarket street makes it very hard for a cyclist to stay mounted without sweeping wide into the middle of Healy road, thus exposing cyclists to longer time in the middle of the road. Can we please address this issue?

I have heard vehicles going down the hill at speed from my house at Riggs Way ... but think slow points would be best option on a hill

The overall design is fantastic, well done for coming up with such a great design on such a tiny budget. Please reconsider the speed bumps though.

Just reiterating to please ensure the speed bumps are low profile similar to York St :) thank you!

This plan is the best, so far, to reduce speeding on Healy Rd and the aesthetic appeal of planting green-[illegible] where safe.

Unsure that calming is necessary.

Drainage area corner of Showell and Healy Road have more trees etc if possible.

4.2 Submissions

I have been on leave and just now trying to upload my dissatisfaction with the plan as proposed. I live at ■ Healy road and am opposed to the extensive number of road humps. I would suggest installing 2 or 3 and then seeing the result, before installing all of them.

Dear Ben,

We regret to inform you,after much deliberation,as a . ' permanent resident of Healy Rd.<

That the Draft Calming Plan for Healy Road is unacceptable in its current form.

1.)More particularly the residents of xx and xx, both of which have been sub-divided, and xx across the road will be impacted by the fact the 5 properties will need to find space for upto 15 bins to be placed for collection by Cockburn Council, without the Trucks having to reach across the slow point islands.

2.)There is also a Fire Hydrant on the verge outside xx which will need clear access.

3.)We are also mindful of the fact that the multi use pathway, that is well used by pedestrians, cyclists, dog walkers, runners, and family groups that include small kids on bikes and scooters, needs to be kept clear.

In summary it seems that the permanent Slow/Squeeze Point shown on the Draft Plan will have more negative than positive benefits.

As an alternative, a suggestion has been made that mini roundabouts for slowing traffic at the intersections of Stowell St. and Parnell Rd, would eliminate the need for 2 of the Slow Points, with the additional benefit of preventing drivers from dangerously cutting the corners at these intersections.

Thank you for your consideration.

Since we moved here 6 months ago, we have discovered that Healy Road has very light vehicle traffic, that does not disturb us. We have not heard of any accidents or injuries taking place.

We note that Healy Road is designated by signage as being a safe and bicycle friend road. SW10

We therefore think Healy Road does NOT need calming as most vehicles do not speed. In fact by introducing 3 additional slow or squeeze points will ENDANGER CYCLISTS, by forcing them out in the middle of the road with the rest of the traffic. FOR THE SAKE OF SAFETY we would rather see the existing pathway upgraded as DUEL USE.

We are certainly aware of the increase in CYCLE USE since the e-bike evolution. Especially as Healy Road is in direct line with PEDIESTRIAN/BICLCYLE POARTH down to South Beach.

FOR SAFETY

Other signage that should be considered by DOT and Cockburn Traffic and Transport Tam

- 1) Currently there is no 50km sign at the start of Healy Road to remind drivers who have just come off the 60m Rockingham and Hampton Road that they have come onto a residential road.
- 2) There is no road markings or signs at of the T intersections coming into Healy Road to give way or stop. This causes drivers to dangerously to cut the corners on the wrong side of the road. In our area this includes the intersections with PARNELL ROAD, HURFORD ROAD, OMMANY ROAD and SHOWELL Street.
- 3) The electronic SMILY FACE usually works really well.

5. Next Steps

Thank you for sharing your feedback on the draft design for Healy Road. We appreciate your input.

The City will review and consider the community's feedback as we determine the next steps of this project. When available, we will publish an update and project outcomes on the Comment on Cockburn website comment.cockburn.wa.gov.au/healy-road.

For any further enquiries, please contact the City's Transport and Traffic Team at 08 9411 3444 or customer@cockburn.wa.gov.au.

City of Cockburn

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14.2 Finance

14.2.1 Payments Made from Municipal Fund and Local Procurement Summary - October 2023

Executive	A/Chief Financial Officer
Author	A/Head of Finance
Attachments	<ol style="list-style-type: none">1. Payment Listing October 2023 ↓2. Credit Card Transactions Report September 2023 ↓3. Purchase Cards Transactions Report October 2023 ↓4. BP Fuel Cards Report October 2023 ↓

RECOMMENDATION

That Council:

- (1) RECEIVES the list of payments from the Municipal Fund during the month of October 2023, as attached to the Agenda.
- (2) RECEIVES the list of transactions made from purchase cards during the month of October 2023, as attached to the Agenda.

Background

Council has delegated its power to make payments from the Municipal or Trust Fund to the Chief Executive Officer and other sub-delegates under Delegated Authority 'Local Government Act 1995 - Payment from Municipal and Trust Funds'.

Regulation 13 (1) of the Local Government (Financial Management) Regulations 1996 requires a list of accounts paid under this delegation to be prepared and presented to Council each month.

A new Regulation 13A under the Local Government (Financial Management) Regulations has come into effect on 1 September 2023, requiring a list of payments to be prepared and presented to Council each month for those made by employees using credit, debit, or other purchasing cards.

It should be noted the City has already been reporting in this format since July 2022, following a Council decision at that time to introduce detailed credit card expenditure reporting.

Submission

N/A

Report

Payments made under delegation during the month of September totalled \$17.870 million, and a listing of these is attached to the agenda for review by Council.

These comprise:

- EFT payments (suppliers, sundry creditors) - \$14.25 million (904 payments)
- Cancelled EFT payments - \$71,712
- Payroll payments - \$3.59 million (2 fortnights)
- Corporate credit cards – total of \$90,022 (73 cards used)
- Bank transactional fees (BPay and merchant fees) - \$11,793.

The City has several payment runs each month to ensure its trade suppliers are paid on a timely basis, particularly local and small businesses.

Also attached is the monthly credit card payments report, showing September transactions (paid in October) grouped by cardholder position. There were 6 transactions made on the Acting CEO's credit card for \$298.95.

Local Government reforms centred on improved financial management and reporting were gazetted on 30 June 2023. These included the insertion of new regulation 13A to the Local Government (Financial Management) Regulations 1996, effective from 1 September 2023 requiring the City to include transactions made on purchase cards.

The Department of Local Government, Sport and Cultural Industries have provided guidance outlining the types of purchase cards to be included, being those using an approved line of credit. These include the following:

- business or corporate credit cards
- debit cards
- store cards
- fuel cards
- taxi cards

The City has reviewed its purchase cards held across the City and identified the following usage for October 2023:

- Woolworths Group – 9 cards totalling \$5,051.42
- Bunnings PowerPass - 13 cards totalling \$5,141.37
- BP Plus fuel card – 91 cards totalling \$31,435.58

Local Procurement

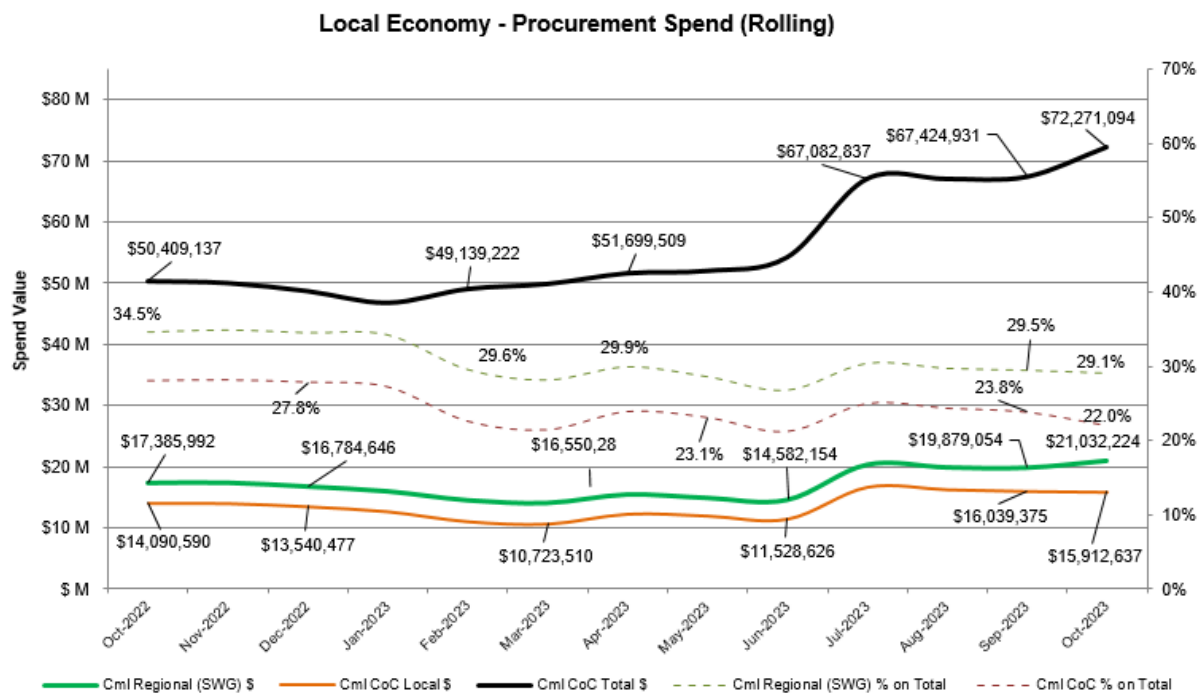
Monthly statistics on local and regional procurement spend are summarised below, showing the spend amounts and percentages against total spend:

Procurement Report - Local Buy Summary & Trends					October	2023
Monthly Statistics	Local/Regional Spend	\$2,481,846	CoC Local \$	9.7%	Local/Regional \$	26.8%
	CoC Local Spend	\$901,109	CoC Local %	30.8%	Local/Regional %	38.8%
Aboriginal Engagement	Suppliers used YTD	10	Orders raised	154	Committed spend YTD	\$65,102

In October, local spending within Cockburn made up 9.7 percent of the City's monthly spend, comprising 30.8 percent of all procurement transactions made for the month.

Within the Perth South West region, this increased to 26.8 percent of monthly spend from 38.8 percent of transactions.

The following one year rolling chart to October 2023 tracks the City's procurement spend with businesses located within Cockburn and the Perth South West region.



The 12-month rolling local Cockburn spend was \$15.91 million, representing 22.0 percent of the City's total spend, with \$21.03 million or 29.1 percent of total spend within the Perth South West regional area.

These results track the City's performance in achieving Council's "local and regional economy" and the "social" principle contained within its Procurement Policy (i.e. a buy local procurement preference).

Social Procurement

To the end of October, the City had engaged ten (10) aboriginal businesses, with a total YTD spend of \$65,102 (9 businesses and \$53,790 last month).

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Thriving local commercial centres, local businesses and tourism industry.

Listening & Leading

A community focused, sustainable, accountable and progressive organisation.

- Best practice Governance, partnerships and value for money.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

All payments made have been provided for within the City's Annual Budget, as adopted and amended by Council.

Legal Implications

This item ensures compliance with s6.10(d) of the Local Government Act 1995 and Regulations 12, 13, and 13A of the *Local Government (Financial Management) Regulations 1996*.

Community Consultation

N/A

Risk Management Implications

Council is receiving the list of payments already made by the City under delegation in meeting its contractual obligations.

This is a statutory requirement and allows Council to review and clarify any payment that has been made.

Advice to Proponent(s)/Submitters

N/A

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

Nil

OCTOBER 2023 PAYMENT LISTING

MUNICIPAL FUND

PAYMENT No.	ACCOUNT No.	PAYEE	PAYMENT DESCRIPTION	DATE	VALUE \$
EF162952	10152	Aust Services Union	Payroll Deductions	2/10/2023	803.50
EF162953	10154	Australian Taxation Office	Payroll Deductions	2/10/2023	634,685.00
EF162954	10305	Child Support Agency	Payroll Deductions	2/10/2023	1,173.54
EF162955	10888	Lj Caterers	Catering Services	2/10/2023	3,235.54
EF162956	11001	Local Government Racing & Cemeteries Employees Union Lgrceu	Payroll Deductions	2/10/2023	44.00
EF162957	19726	Health Insurance Fund Of Wa	Payroll Deductions	2/10/2023	1,105.45
EF162958	27874	Smartsalary	Salary Packaging/Leasing Administration	2/10/2023	14,893.55
EF162959	28458	Easi Group	Novated Leasing	2/10/2023	5,791.32
EF162960	10484	Department Of Mines, Industry Regulation And Safety	Building Services Levy	3/10/2023	54,967.68
EF162961	18763	Local Community Insurance Services (Part Of Jlt Group)	Community Insurance Policies	3/10/2023	20,490.36
EF162962	26987	Cti Risk Management	Security - Cash Collection	3/10/2023	1,740.55
EF162963	27044	Graffiti Systems Australia	Graffiti Removal & Anti-Graffiti Coating	3/10/2023	24,420.33
EF162964	27381	Fit For Life Exercise Physiology	Exercise Classes	3/10/2023	2,673.00
EF162965	28511	Pet Stock South Fremantle	Pet Product Supplier	3/10/2023	130.00
EF162966	99997	Family Day Care	Fdc Payment F/E 01/10/2023	9/10/2023	63,248.16
EF162967	10484	Department Of Mines, Industry Regulation And Safety	Building Services Levy	10/10/2023	102,226.87
EF162968	26987	Cti Risk Management	Security - Cash Collection	10/10/2023	853.35
EF162969	27443	Global Food Safety Auditing	Auditing Services	10/10/2023	742.50
EF162970	28376	Edume Ltd	Software	11/10/2023	80.16
EF162971	10035	Adventure World	Entertainment Services	13/10/2023	1,699.50
EF162972	10058	Alsco Pty Ltd	Hygiene Services/Supplies	13/10/2023	289.42
EF162973	10082	Armandos Sports	Sporting Goods	13/10/2023	970.00
EF162974	10097	Blackwoods Atkins	Engineering Supplies	13/10/2023	321.71
EF162975	10184	Benara Nurseries	Plants	13/10/2023	20,227.12
EF162976	10207	Boc Gases	Gas Supplies	13/10/2023	1,531.07
EF162977	10221	Bp Australia Pty Ltd	Diesel/Petrol Supplies	13/10/2023	29,108.54
EF162978	10226	Bridgestone Australia Ltd	Tyre Services	13/10/2023	39,003.65
EF162979	10239	Budget Rent A Car - Perth	Motor Vehicle Hire	13/10/2023	3,932.81
EF162980	10244	Building & Const Industry Training Fund	Levy Payment	13/10/2023	11,623.64
EF162981	10246	Bunnings Building Supplies Pty Ltd	Hardware Supplies	13/10/2023	1,879.90
EF162982	10247	Bunzl Australia Ltd	Paper/Plastic/Cleaning Supplies	13/10/2023	174.53
EF162983	10279	Castrol Australia Pty Ltd	Grease/Lubricants	13/10/2023	4,203.20

EF162984	10287	Centreline Markings	Linemarking Services	13/10/2023	880.00
EF162985	10321	City Of Canning	Lost/Damaged Book Fees	13/10/2023	900.00
EF162986	10333	Cjd Equipment Pty Ltd	Hardware Supplies	13/10/2023	5,480.07
EF162987	10357	Cockburn Ice Arena	Entertainment Services	13/10/2023	260.00
EF162988	10359	Cockburn Painting Service	Painting Supplies/Services	13/10/2023	2,556.40
EF162989	10368	Cockburn Wetlands Education Centre	Community Grant	13/10/2023	264.00
EF162990	10483	Landgate	Mapping/Land Title Searches	13/10/2023	183.00
EF162991	10526	E & Mj Rosher Pty Ltd	Mower Equipment	13/10/2023	14,098.46
EF162992	10535	Workpower Incorporated	Employment Services - Planting	13/10/2023	11,277.76
EF162993	10589	Fines Enforcement Registry	Fines Enforcement Fees	13/10/2023	4,680.70
EF162994	10609	Forestvale Trees Pty Ltd	Plants - Trees/Shrubs	13/10/2023	2,029.50
EF162995	10683	Gronbek Security	Locksmith Services	13/10/2023	251.91
EF162996	10708	Heavy Automatics Pty Ltd	Equipment Maintenance Services	13/10/2023	2,712.49
EF162997	10783	Jandakot Metal Industries Pty Ltd	Metal Supplies	13/10/2023	1,784.20
EF162998	10879	Les Mills Aerobics	Instruction/Training Services	13/10/2023	1,628.73
EF162999	10888	Lj Caterers	Catering Services	13/10/2023	2,649.90
EF163000	10913	Bucher Municipal Pty Ltd	Purchase Of New Plant / Repair Services	13/10/2023	10,913.06
EF163001	10918	Main Roads Wa	Repairs/Maintenance/Funding Contribution	13/10/2023	64,747.36
EF163002	10938	Mrp Pest Management	Pest & Weed Management	13/10/2023	5,850.94
EF163003	10942	Mcgees Property	Property Consultancy Services	13/10/2023	1,100.00
EF163004	10944	Mcleods	Legal Services	13/10/2023	17,074.53
EF163005	10951	Melville Motors Pty Ltd	Motor Cars	13/10/2023	658.46
EF163006	10953	Melville-Cockburn Chamber Of Commerce	Sponsorship	13/10/2023	22,220.00
EF163007	10991	Beacon Equipment	Mowing Equipment	13/10/2023	915.30
EF163008	11028	Neverfail Springwater Ltd	Bottled Water Supplies	13/10/2023	122.92
EF163009	11036	Northlake Electrical Pty Ltd	Electrical Services	13/10/2023	130,209.58
EF163010	11077	P & G Body Builders Pty Ltd	Plant Body Building Services	13/10/2023	1,221.00
EF163011	11182	Premium Brake & Clutch Services Pty Ltd	Brake Services	13/10/2023	4,094.20
EF163012	11247	Richgro Wa	Gardening Supplies	13/10/2023	259.90
EF163013	11307	Satellite Security Services Pty Ltd	Security Services	13/10/2023	4,524.30
EF163014	11308	Boss Industrial Formally Sba Supplies	Hardware Supplies	13/10/2023	160.56
EF163015	11334	Shenton Pumps	Pool Equipment/Services	13/10/2023	198.00
EF163016	11425	Resource Recovery Group	Waste Disposal Gate Fees	13/10/2023	1,590.00
EF163017	11469	Sports Turf Technology Pty Ltd	Turf Consultancy Services	13/10/2023	2,293.50
EF163018	11483	St John Ambulance Aust Wa Operations	First Aid Courses	13/10/2023	1,640.00
EF163019	11511	Statewide Bearings	Bearing Supplies	13/10/2023	658.82
EF163020	11557	Technology One Ltd	It Consultancy Services	13/10/2023	2,197.80
EF163021	11625	Nutrien Water	Reticulation Supplies	13/10/2023	6,299.27
EF163022	11701	Vibra Industrial Filtration Australasia	Filter Supplies	13/10/2023	768.46

EF163023	11722	Wa Hino Sales & Service	Purchase Of New Trucks / Maintenance	13/10/2023	1,492.95
EF163024	11787	Department Of Transport	Vehicle Search Fees	13/10/2023	1,324.40
EF163025	11793	Western Irrigation Pty Ltd	Irrigation Services/Supplies	13/10/2023	11,531.54
EF163026	11795	Western Power	Street Lighting Installation & Service	13/10/2023	11,500.00
EF163027	11806	Westrac Pty Ltd	Repairs/Mtnce - Earthmoving Equipment	13/10/2023	1,740.64
EF163028	11828	Worldwide Online Printing - O'connor	Printing Services	13/10/2023	470.00
EF163029	11835	Wurth Australia Pty Ltd	Hardware Supplies	13/10/2023	1,541.06
EF163030	11841	Yangebup Family Centre Inc	Venue Hire / Grants & Donations	13/10/2023	880.00
EF163031	11854	Zipform Pty Ltd	Printing Services	13/10/2023	11,982.22
EF163032	11873	Wattleup Tractors	Hardware Supplies	13/10/2023	795.60
EF163033	11985	Ivo Grubelich	Bus Hire	13/10/2023	5,198.29
EF163034	12014	Tutt Bryant Equipment Bt Equipment Pty Ltd T/As	Excavating/Earthmoving Equipment	13/10/2023	798.69
EF163035	12087	Instant Scaffolds Pty Ltd	Scaffolding & Access Equipment	13/10/2023	3,763.10
EF163036	12295	Stewart & Heaton Clothing Co. Pty Ltd	Clothing Supplies	13/10/2023	4,524.26
EF163037	13102	Michael Page International (Australia) Pty Ltd	Employment Services	13/10/2023	470.78
EF163038	13558	Etc Solutions	Consultants Services	13/10/2023	574.75
EF163039	13563	Green Skills Inc	Employment Services	13/10/2023	11,851.97
EF163040	13779	Porter Consulting Engineers	Engineering Consultancy Services	13/10/2023	1,375.00
EF163041	13825	Jackson Mcdonald	Legal Services	13/10/2023	23,930.04
EF163042	15271	Ple Computers Pty Ltd	Computer Hardware	13/10/2023	1,076.00
EF163043	15393	Stratagreen	Hardware Supplies	13/10/2023	11,877.31
EF163044	15588	Natural Area Consulting Management Services	Weed Spraying	13/10/2023	14,150.03
EF163045	15850	Ecoscape Australia Pty Ltd	Environmental Consultancy	13/10/2023	585.20
EF163046	16064	Cms Engineering	Airconditioning Services	13/10/2023	24,020.78
EF163047	16107	Wren Oil	Waste Disposal Services	13/10/2023	16.50
EF163048	16653	Complete Portables Pty Ltd	Supply & Hire Of Modular Buildings	13/10/2023	996.65
EF163049	16894	Treblex Industrial Pty Ltd	Chemicals - Automotive	13/10/2023	2,656.50
EF163050	16979	Japanese Truck And Bus Spares Pty Ltd	Spare Parts - Automotive	13/10/2023	713.15
EF163051	16985	Wa Premix	Concrete Supplies	13/10/2023	3,989.92
EF163052	18126	Dell Australia Pty Ltd	Computer Hardware	13/10/2023	92,556.20
EF163053	18203	Natsync Environmental	Pest Control	13/10/2023	423.50
EF163054	18272	Austraclear Limited	Investment Services	13/10/2023	142.35
EF163055	18962	Sealanes (1985) P/L	Catering Supplies	13/10/2023	2,891.82
EF163056	19107	Forever Shining Artforms Wa	Monument	13/10/2023	19,250.00
EF163057	19533	Woolworths Group Ltd (Woolworths & Big W)	Groceries	13/10/2023	1,971.30
EF163058	19541	Turf Care Wa Pty Ltd	Turf Services	13/10/2023	7,295.64
EF163059	20000	Aust West Auto Electrical Pty Ltd	Auto Electrical Services	13/10/2023	627.82
EF163060	20146	Data#3 Limited	Contract It Personnel & Software	13/10/2023	28,065.40
EF163061	20321	Riverjet Pty Ltd	Educting-Cleaning Services	13/10/2023	23,199.00

EF163062	20885	Tactile Indicators Perth	Tactiles	13/10/2023	750.00
EF163063	21471	Wa Machinery Glass	Glazing Services	13/10/2023	1,232.00
EF163064	21627	Manheim Pty Ltd	Impounded Vehicles	13/10/2023	588.50
EF163065	21665	Mmj Real Estate (Wa) Pty Ltd	Property Management Services	13/10/2023	11,029.75
EF163066	21697	Ict Express Pty Ltd	Consultancy Services - It	13/10/2023	24,160.40
EF163067	21744	Jb Hi Fi - Commercial	Electronic Equipment	13/10/2023	721.97
EF163068	21946	Ryan's Quality Meats	Meat Supplies	13/10/2023	486.65
EF163069	22388	Carrington's Traffic Services	Traffic Management Services	13/10/2023	2,924.99
EF163070	22553	Brownes Food Operations	Catering Supplies	13/10/2023	935.98
EF163071	22569	Sonic Health Plus Pty Ltd	Medical Services	13/10/2023	3,018.05
EF163072	22658	South East Regional Centre For Urban Landcare Inc (Sercul)	Urban Landcare Services	13/10/2023	11,880.00
EF163073	22806	Chevron Australia Downstream Fuels Pty Ltd	Fuel Supplies	13/10/2023	76,018.11
EF163074	22903	Unique International Recoveries Llc	Debt Collectors	13/10/2023	409.60
EF163075	22913	Opal Australian Paper	Envelopes	13/10/2023	417.89
EF163076	23332	Wrights Heavy Recovery	Towing Services	13/10/2023	1,650.00
EF163077	23351	Cockburn Gp Super Clinic Limited T/A Cockburn Integrated Health	Leasing Fees	13/10/2023	1,157.94
EF163078	23457	Totally Workwear Fremantle	Clothing - Uniforms	13/10/2023	3,556.21
EF163079	23570	A Proud Landmark Pty Ltd	Landscape Contruction Services	13/10/2023	25,099.80
EF163080	23685	Astro Synthetic Turf Pty Ltd	Site Inspections	13/10/2023	3,575.00
EF163081	23848	Greenbase Pty Ltd	Enviromental Consultancy	13/10/2023	3,872.00
EF163082	23849	Construction Equipment Australia	Plant/Machinery Purchase & Maintenance	13/10/2023	3,786.45
EF163083	24275	Truck Centre Wa Pty Ltd	Purchase Of New Truck	13/10/2023	660.79
EF163084	24508	Rebecca Flanagan	Educational Musical Lessons	13/10/2023	770.00
EF163085	24610	All Flags Signs & Banners	Signs, Flags, Banners	13/10/2023	368.50
EF163086	24643	Bibliotheca Rfid Library Systems Australia Pty Ltd	Purchase Of Library Tags	13/10/2023	656.28
EF163087	24736	Zenien	Cctv Camera Licences	13/10/2023	6,897.11
EF163088	25002	Brain Ambulance Pty Ltd	Education Services	13/10/2023	1,980.00
EF163089	25063	Superior Pak Pty Ltd	Vehicle Maintenance	13/10/2023	2,477.07
EF163090	25127	Milmar Distributors	Printing Services - Id Cards	13/10/2023	174.00
EF163091	25264	Acurix Networks Pty Ltd	Wifi Access Service	13/10/2023	6,470.20
EF163092	25332	Intergraph Corporation	Mapping Services	13/10/2023	4,275.08
EF163093	25418	Cs Legal	Legal Services	13/10/2023	220.00
EF163094	25586	Envirovap Pty Ltd	Hire Of Leachate Units	13/10/2023	3,382.50
EF163095	25771	Integral Development Associates Pty Ltd	Training Courses	13/10/2023	8,096.00
EF163096	25822	Fit2work.Com.Au Mercury Search And Selection Pty Ltd	Employee Check	13/10/2023	38.39
EF163097	26114	Grace Records Management	Records Management Services	13/10/2023	1,585.32
EF163098	26195	Play Check	Consulting Services	13/10/2023	3,855.00
EF163099	26257	Paperbark Technologies Pty Ltd	Arboricultural Consultancy Services	13/10/2023	3,980.00
EF163100	26303	Gecko Contracting Turf & Landscape Maintenance	Turf & Landscape Maintenance	13/10/2023	40,324.02

EF163101	26403	Ches Power Group Pty Ltd	Engineering Solutions / Back Up Generato	13/10/2023	770.00
EF163102	26419	Equifax Australasia Credit Ratings Pty Ltd	Credit Reference Checks	13/10/2023	1,811.70
EF163103	26449	Eco Shark Barrier Pty Ltd	Leasing Fee For Shark Barrier	13/10/2023	10,569.00
EF163104	26470	Scp Conservation	Fencing Services	13/10/2023	15,921.40
EF163105	26597	West Coast Shade Pty Ltd	Shade Structures	13/10/2023	11,385.00
EF163106	26623	Sigma Chemicals Cromag Pty Ltd (Sigma Chemicals)	Chemicals - Pool	13/10/2023	13,203.03
EF163107	26667	Tangelo Creative	Graphic Design	13/10/2023	8,250.00
EF163108	26705	Creative Adm	Marketing Services	13/10/2023	10,942.25
EF163109	26709	Talis Consultants Pty Ltd	Waste Consultancy	13/10/2023	5,812.13
EF163110	26735	Shane McMaster Surveys	Survey Services	13/10/2023	5,940.00
EF163111	26739	Kerb Doctor	Kerb Maintenance	13/10/2023	3,038.16
EF163112	26743	Statewide Turf Services	Turf Renovation	13/10/2023	26,163.50
EF163113	26745	Embroidme Myaree	Embroidery	13/10/2023	110.00
EF163114	26754	Connect Call Centre Services	Call Centre Services	13/10/2023	4,122.09
EF163115	26782	Soft Landing	Recycling Services	13/10/2023	19,294.00
EF163116	26789	Raeco	Supplier Of Library Shelving And Furnitu	13/10/2023	639.71
EF163117	26811	Romeri Motor Trimmers	Upholstery Repair	13/10/2023	165.00
EF163118	26812	Brooks Choice Removals	Removalists	13/10/2023	1,196.25
EF163119	26901	Alyka Pty Ltd	Digital Consultancy And Web Development	13/10/2023	660.00
EF163120	26917	Cirrus Networks Pty Ltd	It Network & Telephony Services	13/10/2023	7,606.37
EF163121	26929	Elan Energy Matrix Pty Ltd	Recycling Services	13/10/2023	1,808.02
EF163122	26932	Central Regional Tafe	Tafe	13/10/2023	1,011.09
EF163123	26940	Floorwest Pty Ltd	Floor Coverings	13/10/2023	3,190.00
EF163124	26946	Av Truck Services Pty Ltd	Truck Dealership	13/10/2023	1,751.27
EF163125	26953	Rock And Roll Mountain Biking	Mountain Bike Tours	13/10/2023	1,390.50
EF163126	26957	Jbs & G Australia Pty Ltd	Consultancy - Enviromental	13/10/2023	6,646.75
EF163127	26964	South Metropolitan Tafe	Education	13/10/2023	58.65
EF163128	26985	Access Icon Pty Ltd	Drainage Products	13/10/2023	18,331.50
EF163129	26987	Cti Risk Management	Security - Cash Collection	13/10/2023	1,388.48
EF163130	27002	Cockburn Party Hire	Hire Services	13/10/2023	1,402.00
EF163131	27010	Quantum Building Services Pty Ltd	Building Maintenance	13/10/2023	8,085.83
EF163132	27015	Intelli Trac	Gps Tracking	13/10/2023	2,685.10
EF163133	27031	Downer Edi Works Pty Ltd	Asphalt Services	13/10/2023	64,948.21
EF163134	27044	Graffiti Systems Australia	Graffiti Removal & Anti-Graffiti Coating	13/10/2023	23,467.84
EF163135	27054	Vocus Pty Ltd	Telecommunications	13/10/2023	14,166.35
EF163136	27059	Frontline Fire & Rescue Equipment	Manufacture-Fire Vehicles/Equipment	13/10/2023	9,077.61
EF163137	27060	Canterbury Group Pty Ltd	Office Furniture	13/10/2023	330.00
EF163138	27063	Nature Play Solutions	Playground Design/Consultancy	13/10/2023	23,562.00
EF163139	27065	Westbooks	Books	13/10/2023	2,996.31

EF163140	27082	Kulbardi Pty Ltd	Stationery Supplies	13/10/2023	2,061.06
EF163141	27130	Motio Play Pty Ltd	Digital Marketing & Software Service Pro	13/10/2023	2,407.60
EF163142	27143	Fully Promoted Success	Uniforms And Promotional Items	13/10/2023	128.70
EF163143	27154	Veolia Recycling & Recovery Pty Ltd	Waste Services	13/10/2023	1,779.88
EF163144	27177	Rentokil Initial Pty Ltd (Initial Hygiene)	Hygiene	13/10/2023	40,891.58
EF163145	27183	Angela Rossen	Education & Community Outreach	13/10/2023	1,320.00
EF163146	27189	Healthstrong Pty Ltd	Home Care	13/10/2023	99.00
EF163147	27205	Cameron Chisholm Nicol	Architectural Services	13/10/2023	2,887.50
EF163148	27241	Landscape Elements	Landscaping Services	13/10/2023	91,449.35
EF163149	27246	Veale Auto Parts	Spare Parts Mechanical	13/10/2023	599.70
EF163150	27263	Kompan Playscape Pty Ltd	Playground Equipment/Parts	13/10/2023	4,052.62
EF163151	27269	Payrix Australia	Payment Processing	13/10/2023	15,959.70
EF163152	27334	Westcare Print	Printing Services	13/10/2023	379.50
EF163153	27346	Office Line	Furniture Office	13/10/2023	239.80
EF163154	27348	Message Media	Telecommunications	13/10/2023	1,122.94
EF163155	27351	Programmed Property Services	Property Maintenance	13/10/2023	6,644.00
EF163156	27374	Southern Cross Cleaning	Commercial Cleaning	13/10/2023	3,932.50
EF163157	27377	Accidental Health And Safety - Perth	First Aid Supplies	13/10/2023	536.49
EF163158	27385	Programmed Electrical Technologies	Electrical Services	13/10/2023	484.00
EF163159	27396	Ankeet Mehta Spearwood Newspaper Round Delivery	Newspaper Delivery	13/10/2023	73.35
EF163160	27401	Emprise Mobility	Mobility Equipment	13/10/2023	5,225.00
EF163161	27404	K2 Audiovisual Pty Ltd	Audio Visual Equipment	13/10/2023	10,280.60
EF163162	27423	Mechanical Project Services Pty Ltd	Airconditioning Services	13/10/2023	3,539.36
EF163163	27427	Home Chef	Cooking/Food Services	13/10/2023	251.68
EF163164	27437	Pb Reticulation & Maintenance Services Pty Ltd	Irrigation Services	13/10/2023	566.50
EF163165	27455	Site Protective Services	Cctv Parts	13/10/2023	69,242.68
EF163166	27479	Vital Interpreting Personnel	Translating Services	13/10/2023	264.00
EF163167	27499	Hodge Collard Preston Architects	Architects	13/10/2023	346.50
EF163168	27507	Serco Facilities Management Pty Ltd	Cleaning Services	13/10/2023	96,091.09
EF163169	27518	Kyocera Document Solutions Australia Pty Ltd	Photocopying Machines	13/10/2023	2,994.59
EF163170	27539	Jasmin Carpentry & Maintenance	Carpentry	13/10/2023	1,996.50
EF163171	27551	Incognito Catering	Catering Services	13/10/2023	226.60
EF163172	27575	Shred X Secure Destruction	Document Destruction	13/10/2023	22.13
EF163173	27587	New Ground Water Services Pty Ltd	Irrigation/Reticulation	13/10/2023	6,550.28
EF163174	27596	Allwest Plant Hire Australia Pty Ltd	Plant Hire And Civil Contracting	13/10/2023	27,215.58
EF163175	27602	Rawlinsons (Wa)	Surveying Services	13/10/2023	2,145.00
EF163176	27613	Redimed Pty Ltd	Medical & Health Services	13/10/2023	1,958.00
EF163177	27617	Atturra Business Applications	Consultancy - It	13/10/2023	1,650.00
EF163178	27622	Truegrade Medical Supplies	Medical Supplies	13/10/2023	1,006.22

EF163179	27630	K-Line Fencing Group	Fencing	13/10/2023	4,781.70
EF163180	27631	Aquatic Services Wa Pty Ltd	Pool Equipment & Maintenance	13/10/2023	5,942.31
EF163181	27650	Datacom Systems (Au) Pty Ltd	It Sales, Consulting & Service	13/10/2023	199.68
EF163182	27657	Positive Balance Massage	Massage Therapy	13/10/2023	100.00
EF163183	27676	Blue Force Pty Ltd	Security Services	13/10/2023	23,374.07
EF163184	27684	Jani Murphy Pty Ltd	Training	13/10/2023	3,088.80
EF163185	27695	Qtm Pty Ltd	Traffic Management	13/10/2023	10,325.74
EF163186	27702	Archae-Aus Pty Ltd	Consultancy - Cultural	13/10/2023	5,946.33
EF163187	27712	Perth Playground And Rubber Pty Ltd	Playground Softfall/Equipment	13/10/2023	31,185.00
EF163188	27717	Moore Australia (Wa) Pty Ltd	Accounting Services	13/10/2023	19,800.00
EF163189	27722	Metra Australia	Software	13/10/2023	2,539.17
EF163190	27797	City Lift Services Pty Ltd	Lift Maintenance	13/10/2023	638.00
EF163191	27814	Kinesis	Consultancy - Sustainability	13/10/2023	3,850.00
EF163192	27815	Adilam Technologies	Technologie Solutions	13/10/2023	29,916.85
EF163193	27829	Smec Australia Pty Ltd	Consultancy - Engineering	13/10/2023	66,906.84
EF163194	27850	Dowsing Group Pty Ltd	Concreting Services	13/10/2023	148,519.22
EF163195	27855	Total Landscape Redevelopment Service Pty Ltd	Tree Watering	13/10/2023	2,926.00
EF163196	27894	Homecare Physiotherapy	Healthcare	13/10/2023	17,865.45
EF163197	27917	Go Doors Advanced Automation	Door Maintenance & Repair	13/10/2023	38,364.08
EF163198	27953	Truckline	Spare Parts, Truck/Trailer	13/10/2023	789.87
EF163199	27965	Stantec Australia Pty Ltd	Engineering Services	13/10/2023	14,597.00
EF163200	27969	Perfect Gym Solutions	Software For Gym's	13/10/2023	251.35
EF163201	27984	Sabrina Fenwick	Excercise Classes	13/10/2023	880.00
EF163202	28001	Corsign Wa Pty Ltd	Sign Making Material	13/10/2023	3,052.50
EF163203	28003	Taylor Made Design	Graphic Design	13/10/2023	374.00
EF163204	28031	Brandon's Shredding Boxes	Recycling	13/10/2023	20.00
EF163205	28049	Copy Magic	Printing Services	13/10/2023	5,135.80
EF163206	28084	Ddg Technology	Ict Services	13/10/2023	8,118.00
EF163207	28144	Baby Bunting	Sanitary Supplies	13/10/2023	900.00
EF163208	28168	Sifting Sands	Sand Cleaning	13/10/2023	8,880.30
EF163209	28184	Spearwood Veterinary Hospital	Veterinary Hospital	13/10/2023	391.10
EF163210	28189	Mercury Messengers Pty Ltd	Courier Service	13/10/2023	2,263.36
EF163211	28191	Enviro Sweep	Sweeping Services	13/10/2023	4,763.00
EF163212	28196	Brightmark Group Pty Ltd	Cleaning Services	13/10/2023	11,933.53
EF163213	28197	Lite N Easy Pty Ltd	Food Supplies	13/10/2023	86.33
EF163214	28201	Select Fresh	Food Supplies	13/10/2023	398.57
EF163215	28211	Nordic Fitness Equipment	Fitness Equipment	13/10/2023	3,270.00
EF163216	28215	Complete Office Supplies Pty Ltd	Stationery	13/10/2023	443.35
EF163217	28218	Laminar Capital Pty Ltd	Financial Services	13/10/2023	1,573.00

EF163218	28225	Cybercx Pty Ltd	It Services	13/10/2023	10,725.00
EF163219	28228	Delta Roofing Pty Ltd	Roofing Services	13/10/2023	1,479.50
EF163220	28231	Typeset Pty Ltd	Editorial And Business Communications Se	13/10/2023	1,039.50
EF163221	28241	Swift Flow Pty Ltd	Plumbing	13/10/2023	2,997.95
EF163222	28246	Hendercare	Nursing Services	13/10/2023	296.30
EF163223	28258	Garden Care West	Gardening Services	13/10/2023	495.00
EF163224	28264	Garden Organics	Organics Processing	13/10/2023	45,787.12
EF163225	28265	Tree Care Wa	Vegetation Maintenance Services	13/10/2023	31,647.88
EF163226	28277	Gesha Coffee Co	Coffee Supplies	13/10/2023	2,071.78
EF163227	28284	Urban Jungle Indoor Rock Climbing	Rock Climbing	13/10/2023	464.00
EF163228	28289	Grafton General Products	Mobility Equipment	13/10/2023	843.70
EF163229	28297	Techbrain	It Consultancy	13/10/2023	470.80
EF163230	28303	Miracle Recreation Equipment	Playground Equipment	13/10/2023	2,392.50
EF163231	28361	Indoor Gardens Pty Ltd	Hiring Indoor Plants	13/10/2023	765.60
EF163232	28371	Flexi Staff	Employment Services	13/10/2023	29,766.21
EF163233	28377	Cabcharge Payments Pty Ltd	Cab Charge	13/10/2023	73.50
EF163234	28381	Sandwai Pty Ltd	Software	13/10/2023	3,555.20
EF163235	28392	Mcs Civil Contracting	Engineering/Earthworks	13/10/2023	20,125.60
EF163236	28395	Voice Project	Consultancy - Hr	13/10/2023	23,139.60
EF163237	28409	Sanpoint Pty Ltd (Ld Total)	Landscape Services	13/10/2023	90,399.06
EF163238	28410	Wa Temporary Fencing Supplies	Hire Fencing	13/10/2023	737.00
EF163239	28415	Archival Survival Pty Ltd	Archival Storage	13/10/2023	808.34
EF163240	28423	Jordies Garden Bags	Waste Services	13/10/2023	4,529.25
EF163241	28424	Mark Brundrett	Consultant	13/10/2023	600.00
EF163242	28427	Tredwell Management Services Pty Ltd	Drafting Services	13/10/2023	8,151.00
EF163243	28428	Wa Bolts Pty Ltd	Fixings & Fasteners	13/10/2023	17.95
EF163244	28437	Building & Industrial Cleaning Services	Clenaing Services	13/10/2023	48,084.14
EF163245	28454	Aussie Natural Spring Water	Water Supplies	13/10/2023	120.54
EF163246	28462	Spacetoco Pty Ltd	Software	13/10/2023	37,804.80
EF163247	28463	Antree Dnh Pty Ltd	Gardening	13/10/2023	686.40
EF163248	28471	Telstra Limited	Telecommunications	13/10/2023	2,057.52
EF163249	28493	Heat Exchangers Wa Pty Ltd	Parts And Service	13/10/2023	10,349.42
EF163250	28505	Maltia Caffè The Trustee For Caruana Family Trust	Cafe And Catering Services	13/10/2023	255.00
EF163251	28506	Pk Technology Pty Ltd	Emergency Services Supplies & Install	13/10/2023	1,593.00
EF163252	28522	Bing Technologies Pty Ltd	Mailing Services	13/10/2023	1,595.32
EF163253	28523	Rsa Pty Ltd Rsa Engineering	Consulting Engineers	13/10/2023	2,662.00
EF163254	28528	Annelise Safstrom		13/10/2023	1,920.00
EF163255	28534	Mrs Tania Holland	Teaching Craft	13/10/2023	900.00
EF163256	28569	Choiceone Pty Ltd	Recruitment Services	13/10/2023	21,014.53

EF163257	28584	Ausco Modular Pty Ltd	Hire Services	13/10/2023	2,454.61
EF163258	28587	Sos Mechanical Solutions	Mechanical Services (Hvac)	13/10/2023	17,068.70
EF163259	28595	Kineticon Group	Building Repairs, Maintenance, Construct	13/10/2023	8,030.00
EF163260	28607	Noongar Boodjar Language Cultural Aboriginal Corporation	Linguistic Analysis, Recording And Docum	13/10/2023	462.00
EF163261	28616	Led Signs	Digital Signs And Displays	13/10/2023	10,325.04
EF163262	28621	Imprint Plastic	Printing	13/10/2023	382.80
EF163263	28632	Total Connections Pty Ltd	Hose, Hydraulics & Fire Protection Servi	13/10/2023	3,916.92
EF163264	28634	Damien Gee Building & Maintenance	Building, Maintenance, Wombat Installati	13/10/2023	23,650.00
EF163265	28637	Site Safe Security Rentals Pty Ltd	Rental Of Security Equipment	13/10/2023	770.00
EF163266	28644	The Trustee For Humphrey Group Trust Active Discovery	Playground Construction	13/10/2023	28,160.00
EF163267	28652	Omnicom Media Group Australia Pty Ltd Omnicom Media Group Austral	Media And Advertising Services	13/10/2023	6,000.89
EF163268	28665	Optimum Engineering Consultants The Trustee For The Abueva Family	Consulting - Engineering	13/10/2023	2,200.00
EF163269	10152	Aust Services Union	Payroll Deductions	16/10/2023	803.50
EF163270	10154	Australian Taxation Office	Payroll Deductions	16/10/2023	579,399.00
EF163271	10305	Child Support Agency	Payroll Deductions	16/10/2023	1,173.54
EF163272	11001	Local Government Racing & Cemeteries Employees Union Lgrceu	Payroll Deductions	16/10/2023	44.00
EF163273	19726	Health Insurance Fund Of Wa	Payroll Deductions	16/10/2023	1,105.45
EF163274	27874	Smartsalary	Salary Packaging/Leasing Administration	16/10/2023	13,978.16
EF163275	28458	Easi Group	Novated Leasing	16/10/2023	6,291.85
EF163276	23250	Department Of Planning, Lands & Heritage	Dap Applications & Dap Fees	13/10/2023	3,068.00
EF163277	88888	Mr Chris Jones	Bond Refund	13/10/2023	500.00
EF163278	88888	Adam Davis	Bond Refund	13/10/2023	100.00
EF163279	88888	William Pequignot	Bond Refund	13/10/2023	500.00
EF163280	88888	Jesse Pesch	Bond Refund	13/10/2023	100.00
EF163281	88888	Darren Clarke	Bond Refund	13/10/2023	500.00
EF163282	88888	Treeby Community Association	Bond Refund	13/10/2023	150.00
EF163283	99997	Cockburn Senior Citizens Association Inc	Maintenance Costs As Per Lease Agreement	13/10/2023	10,304.00
EF163284	99997	Christopher Dann	Compost Bin Rebate	13/10/2023	50.00
EF163285	99997	Julie A Pinker	Compost Bin Rebate	13/10/2023	50.00
EF163286	99997	Patrick Ong	Compost Bin Rebate	13/10/2023	50.00
EF163287	99997	Lisa Klifunis	Compost Bin Rebate	13/10/2023	50.00
EF163288	99997	Martine Rousset	Compost Bin Rebate	13/10/2023	50.00
EF163289	99997	Michelle Tremayne	Nappy/Sanitary Rebate Michelle Tremayne	13/10/2023	49.55
EF163290	99997	Kathryn & Anthony Mangano	Nappy/Sanitary Rebate - Kathryn Mangano	13/10/2023	78.98
EF163291	99997	Lucy Atkinson	Employee Reimbursement	13/10/2023	220.00
EF163292	99997	Claire Hurst	Arc Refund Request - Claire Hurst	13/10/2023	40.00
EF163293	99997	Mrs E W Bennett And Mr D E Bennett	Compost Bin Rebate - Elaine Bennett	13/10/2023	50.00
EF163294	99997	Derek Hurley	Compost Bin Rebate - Derek Hurley	13/10/2023	50.00
EF163295	99997	Sasha Wasley	Invoice 1069 - Dated 14/09/2023	13/10/2023	313.00

EF163296	99997	Sudholz Aj/Erceg Jk	Compost Bin Rebate - Ayrton Sudholz	13/10/2023	50.00
EF163297	99997	Natalia Anna Chiari	Compost Bin Rebate - Natalie Chiari	13/10/2023	50.00
EF163298	99997	Vince Miragliotta	Compost Bin Rebate - Vince Miragliotta	13/10/2023	50.00
EF163299	99997	Ac & Bc Blore	Nappy/Sanitary Rebate - Bronwyn Blore	13/10/2023	50.00
EF163300	99997	Ashley Marie Breadsell	Compost Bin Rebate - Daniel Breadsell	13/10/2023	50.00
EF163301	99997	Lucy Gregg	Books & Seeds Biodiversity Session	13/10/2023	74.17
EF163302	99997	Lucy Gregg	Fruit For Storytime Session	13/10/2023	20.35
EF163303	99997	Vj Hartill & Gl Maker	Wildflower Adventures 20 Sep 23	13/10/2023	373.70
EF163304	99997	Vj Hartill & Gl Maker	Turtle Tracker Program	13/10/2023	57.65
EF163305	99997	Northern Suburbs Community Legal Centre	Invoice 00000166 - Date 18/09/2023	13/10/2023	165.00
EF163306	99997	Linda Walker	Purchase Of Catering For Group	13/10/2023	76.68
EF163307	99997	Pineview Community Kindergarten Inc	Annual Contribution For Maintenance Of G	13/10/2023	8,396.00
EF163308	99997	Christopher Minutillo	"Individual Sponsorship-2023 Paranationa	13/10/2023	1,000.00
EF163309	99997	Polly Auko	Invoice Inv0001 - Date 26/09/2023	13/10/2023	158.00
EF163310	99997	Jandakot Primary School	Invoice 6293	13/10/2023	527.27
EF163311	99997	South Lake Primary School	Invoice 062023 - Date 30/08/2023	13/10/2023	584.57
EF163312	99997	Benjamin Egan	Cctv Residentail Rebate	13/10/2023	500.00
EF163313	99997	Kim Kinnear	Cctv Residentail Rebate	13/10/2023	500.00
EF163314	99997	John Hamilton	Cctv Residentail Rebate	13/10/2023	500.00
EF163315	99997	Russell Stevenson	Cctv Residentail Rebate	13/10/2023	500.00
EF163316	99997	Denis Hands	Cctv Residentail Rebate	13/10/2023	500.00
EF163317	99997	Patricia Edwards	Cctv Residentail Rebate	13/10/2023	470.00
EF163318	99997	Jeanette Lee	Cctv Residentail Rebate	13/10/2023	500.00
EF163319	99997	Nikou Javadi Bousjin	Cctv Residentail Rebate	13/10/2023	500.00
EF163320	99997	Rohit Dodia	Cctv Residentail Rebate	13/10/2023	500.00
EF163321	99997	Marica Blagaich	Cctv Residentail Rebate	13/10/2023	500.00
EF163322	99997	Rafael De Melo Dias Lopes	Cctv Residentail Rebate	13/10/2023	500.00
EF163323	99997	Chantelle Dunsire	Cctv Residentail Rebate	13/10/2023	500.00
EF163324	99997	Deborah May	Cctv Residentail Rebate	13/10/2023	500.00
EF163325	99997	Michael Williams	Cctv Residentail Rebate	13/10/2023	480.00
EF163326	99997	Paul Mais	Cctv Residentail Rebate	13/10/2023	500.00
EF163327	99997	J Loveny Pty Ltd	Tax Invoice 02337 - This Daring Life	13/10/2023	3,850.00
EF163328	99997	Ashlea Crichton	Reimbursement Of Work Related Expenses	13/10/2023	31.40
EF163329	99997	Vj Hartill & Gl Maker	Petty Cash Request - Vhartill 3.10.23	13/10/2023	195.96
EF163330	99997	Harish Kizhakkekara	Compost Bin Rebate - H Kizhakkekara	13/10/2023	50.00
EF163331	99997	Lien Kelly	Compost Bin Rebate - D Kelly & L Kelly	13/10/2023	50.00
EF163332	99997	Brendan And Barbara Trappe	Compost Bin Rebate - B Trappe	13/10/2023	50.00
EF163333	99997	Michelle J Zinko	Nappy And Sanitary Rebate - M Zinko	13/10/2023	50.00
EF163334	99997	P Perina & Q E Hutchinson	Nappy And Sanitary Rebate - P Perina	13/10/2023	41.93

EF163335	99997	Tyler Hawken	Bird Bath Rebate - T Hawken	13/10/2023	49.50
EF163336	99997	Grace Gardner	Farewell Card For Marc Papalia	13/10/2023	9.99
EF163337	99997	Colleen Cherie Crowley	Petty Cash Reimbursement	13/10/2023	330.99
EF163338	99997	Cockburn Masters Swimming Club	Invoice C10k2023-3005	13/10/2023	3,000.00
EF163339	99997	Julie Reidy	Petty Cash Reimbursement	13/10/2023	327.10
EF163340	99997	Alan M Hancock	Invoice 122023 - Dated 28/09/2023	13/10/2023	600.00
EF163341	99997	Antony Svilicich	Neighbourhood Watch Advertising	13/10/2023	141.24
EF163342	99997	Lindsey Blight	Crossover Claim - L Blight	13/10/2023	500.00
EF163343	99997	Atteeq Ur-Rehman	Crossover Claim - A Ur-Rehman	13/10/2023	500.00
EF163344	99997	Elaine And Keith Newman	Crossover Claim - E Newman	13/10/2023	500.00
EF163345	99997	Derek Hurley	Bird Bath Rebate - D Hurley	13/10/2023	50.00
EF163346	99997	Joanna Pike	Bird Bath Rebate - J Pike	13/10/2023	24.75
EF163347	99997		Bird bath - Angus Wayne	13/10/2023	24.75
EF163348	99997	Ravi Rajan Achari	Crossover Claim - R Achari	13/10/2023	500.00
EF163349	99997	Jonathan Marsters	Crossover Claim - J Marsters	13/10/2023	500.00
EF163350	99997	Edith Gordon	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163351	99997	Andrea Niblett	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163352	99997	Angela Duca	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163353	99997	Angela Ryan	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163354	99997	Catherine Scaife	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163355	99997	Charlie Chan	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163356	99997	Colleen Wilson	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163357	99997	Giuliana Smith	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163358	99997	Heidi Hablitzel	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163359	99997	Jenny Holborn	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163360	99997	Tracey Hornsby	Seniors Centre Yanchep Outing Refund	13/10/2023	67.00
EF163361	99997	Cwa Cockburn	Bus Hire Subsidy	13/10/2023	100.00
EF163362	99997	Ian And Megan Munns	Waterwise Rebate - Ian Munns	13/10/2023	250.00
EF163363	99997	Laura Hull	Waterwise Rebate - Laura Hull	13/10/2023	152.95
EF163364	99997	Paul Jones	Waterwise Rebate - Paul Jones	13/10/2023	250.00
EF163365	99997	Mrs Barbara Ann Giles	Waterwise Rebate - Barbara Giles	13/10/2023	213.78
EF163366	99997	Rebecca Mason	Waterwise Rebate - Rebecca Mason	13/10/2023	250.00
EF163367	99997	Angela And Clinton Knott	Waterwise Rebate - Angela Knott	13/10/2023	250.00
EF163368	99997	Chane Van Der Merwe	Waterwise Rebate - Chane Dolin	13/10/2023	250.00
EF163369	99997	Ashleigh Goodrick	Waterwise Rebate - Ashleigh Goodrick	13/10/2023	500.00
EF163370	99997	Pratheesh Arridhas	Crossover Claim	13/10/2023	500.00
EF163371	99997	Brook Dickson	Waterwise Verge Scheme Rebate	13/10/2023	250.00
EF163372	99997	Natasha Kennington	Waterwise Verge Scheme Rebate	13/10/2023	250.00
EF163373	11794	Synergy	Electricity Usage/Supplies	13/10/2023	134,890.76

EF163374	28571	Perth Energy Pty Ltd	Energy Supply	13/10/2023	15,245.02
EF163375	11867	Kevin John Allen	Elected Member Sitting Fees & Allowances	13/10/2023	6,246.67
EF163376	12740	Logan Howlett	Elected Member Sitting Fees & Allowances	13/10/2023	15,401.26
EF163377	19059	Carol Reeve-Fowkes	Elected Member Sitting Fees & Allowances	13/10/2023	6,246.67
EF163378	25353	Philip Eva	Elected Member Sitting Fees & Allowances	13/10/2023	6,246.67
EF163379	27326	Michael Separovich	Elected Member Sitting Fees & Allowances	13/10/2023	6,246.67
EF163380	27327	Chontelle Stone	Monthly Elected Member Allowance	13/10/2023	6,246.67
EF163381	27871	Tom Widenbar	Elected Member Sitting Fees & Allowances	13/10/2023	8,192.09
EF163382	27872	Phoebe Corke	Elected Member Sitting Fees & Allowances	13/10/2023	6,477.99
EF163383	28238	Tarun Dewan	Elected Member Sitting Fees & Allowances	13/10/2023	6,246.67
EF163384	11758	Water Corp Utility Account Only - Please Refer To 11760 When Raising	Water Usage / Sundry Charges	13/10/2023	52,149.07
EF163385	99996	Dr Katinka Ruthrof & Dr David Savat	Rates And Property Related Refunds	13/10/2023	150.00
EF163386	99996	C&R Settlements	Rates And Property Related Refunds	13/10/2023	1,791.72
EF163387	99996	Natalie Castro McLaren	Rates And Property Related Refunds	13/10/2023	100.00
EF163388	99996	Kimberley John Sheridan	Rates And Property Related Refunds	13/10/2023	51.66
EF163389	99996	Terri Green	Rates And Property Related Refunds	13/10/2023	150.00
EF163390	99996	Success Primary School	Rates And Property Related Refunds	13/10/2023	100.00
EF163391	99996	Yu-Wei Peng	Rates And Property Related Refunds	13/10/2023	100.00
EF163392	99996	Amy Haigh	Rates And Property Related Refunds	13/10/2023	100.00
EF163393	99996	Natalie Green	Rates And Property Related Refunds	13/10/2023	56.65
EF163394	99996	Happy House Co.	Rates And Property Related Refunds	13/10/2023	147.00
EF163395	99996	Rates And Property Related Eft Refunds (Not Bonds)	Rates And Property Related Refunds	13/10/2023	552.00
EF163396	99996	Susan G Gibbens	Rates And Property Related Refunds	13/10/2023	101.23
EF163397	99996	Pulse Property Group	Rates And Property Related Refunds	13/10/2023	442.00
EF163398	99996	M E Hanson	Rates And Property Related Refunds	13/10/2023	1,684.78
EF163399	99996	Pulse Property Group	Rates And Property Related Refunds	13/10/2023	584.00
EF163400	99996	Joanne Fauska	Rates And Property Related Refunds	13/10/2023	432.32
EF163401	99996	Kathryn Patricia Blamey	Rates And Property Related Refunds	13/10/2023	228.37
EF163402	99996	Careupp Pty Ltd	Rates And Property Related Refunds	13/10/2023	3,005.97
EF163403	99996	Mid West Settlements Trust Account	Rates And Property Related Refunds	13/10/2023	447.33
EF163404	99996	Jennifer Blankley	Rates And Property Related Refunds	13/10/2023	566.75
EF163405	99996	Rates And Property Related Eft Refunds (Not Bonds)	Rates And Property Related Refunds	13/10/2023	2,704.26
EF163406	99996	Dean And Renae Parks	Rates And Property Related Refunds	13/10/2023	440.00
EF163407	99996	Lee Rick	Rates And Property Related Refunds	13/10/2023	850.92
EF163408	99996	Valerie Baptist	Rates And Property Related Refunds	13/10/2023	2,480.06
EF163409	99996	Melissa Kaye Towers	Rates And Property Related Refunds	13/10/2023	232.95
EF163410	10484	Department Of Mines, Industry Regulation And Safety	Building Services Levy	17/10/2023	56.65
EF163411	26987	Cti Risk Management	Security - Cash Collection	17/10/2023	1,158.30
EF163412	27908	Raubex Construction	Engineering Civil - C100911	17/10/2023	391,582.63

EF163413	99997	Amp Bank	Ref : 1057960443 Audit Certificate	17/10/2023	25.00
EF163414	28314	Hootsuite Inc	Software As A Service	13/10/2023	1,770.00
EF163415	99997	Family Day Care	Accountspayable@Cockburn.Wa.Gov.Au	19/10/2023	65,929.67
EF163416	27277	Department Of Water And Environmental Regulation	Quarterly Land Fill Levy	27/10/2023	2,571,691.64
EF163417	16499	Wadumbah Aboriginal Dance Group	Noongar Traditional Music, Storytelling	24/10/2023	1,650.00
EF163418	22569	Sonic Health Plus Pty Ltd	Medical Services	24/10/2023	3,522.51
EF163419	26987	Cti Risk Management	Security - Cash Collection	24/10/2023	885.60
EF163420	28582	Clinipath Pathology	Pathology Testing	24/10/2023	150.00
EF163421	27492	Superchoice Services Pty Limited	Payroll Deductions	18/10/2023	754,942.30
EF163422	28224	Keepme Ltd	Software	26/10/2023	22,295.53
EF163423	11758	Water Corp Utility Account Only - Please Refer To 11760 When Raising	Water Usage / Sundry Charges	31/10/2023	113.90
EF163424	11794	Synergy	Electricity Usage/Supplies	31/10/2023	42,566.75
EF163425	28571	Perth Energy Pty Ltd	Energy Supply	31/10/2023	531.72
EF163426	11867	Kevin John Allen	Elected Member Sitting Fees & Allowances	31/10/2023	6,246.67
EF163427	12740	Logan Howlett	Elected Member Sitting Fees & Allowances	31/10/2023	15,401.26
EF163428	19059	Carol Reeve-Fowkes	Elected Member Sitting Fees & Allowances	31/10/2023	6,246.67
EF163429	25353	Philip Eva	Elected Member Sitting Fees & Allowances	31/10/2023	6,246.67
EF163430	27326	Michael Separovich	Elected Member Sitting Fees & Allowances	31/10/2023	6,246.67
EF163431	27327	Chontelle Stone	Monthly Elected Member Allowance	31/10/2023	6,246.67
EF163432	27871	Tom Widenbar	Elected Member Sitting Fees & Allowances	31/10/2023	8,192.09
EF163433	27872	Phoebe Corke	Elected Member Sitting Fees & Allowances	31/10/2023	6,477.99
EF163434	28238	Tarun Dewan	Elected Member Sitting Fees & Allowances	31/10/2023	6,246.67
EF163435	99996	Tanya J Berthoud	Rates And Property Related Refunds	31/10/2023	30.00
EF163436	99996	Homebuyers Centre	Rates And Property Related Refunds	31/10/2023	136.12
EF163437	99996	United Design & Project Management	Rates And Property Related Refunds	31/10/2023	295.00
EF163438	99996	Gavin Cornish	Rates And Property Related Refunds	31/10/2023	2,000.00
EF163439	99996	Addam Tremain	Rates And Property Related Refunds	31/10/2023	942.61
EF163440	99996	Imelda C Calma	Rates And Property Related Refunds	31/10/2023	250.00
EF163441	99996	Persona Group Pty Ltd	Rates And Property Related Refunds	31/10/2023	1,023.71
EF163442	99996	Aveling Homes Pty Ltd	Rates And Property Related Refunds	31/10/2023	1,243.31
EF163443	99996	Cocks Macnish Legal Practice Trust Accou	Rates And Property Related Refunds	31/10/2023	2,054.22
EF163444	99996	Glenyce M Regan	Rates And Property Related Refunds	31/10/2023	323.14
EF163445	99996	R E Barron	Rates And Property Related Refunds	31/10/2023	1,661.63
EF163446	99996	Edith Miller	Rates And Property Related Refunds	31/10/2023	1,600.00
EF163447	99996	R M Caulfield	Rates And Property Related Refunds	31/10/2023	2,169.82
EF163448	99996	Linda Daicos	Rates And Property Related Refunds	31/10/2023	324.34
EF163449	99996	Peter A Rivers	Rates And Property Related Refunds	31/10/2023	414.00
EF163450	88888	Cs Legal General Account	Bond Refunds	31/10/2023	95.00
EF163451	88888	Eleonore Mcnamara	Bond Refunds	31/10/2023	500.00

EF163452	88888	Twenty Two Pty Ltd	Bond Refunds	31/10/2023	124,873.53
EF163453	99997	Angus Wayne & Angus Deborah	Bird Bath Rebate - W Angus	31/10/2023	24.75
EF163454	99997	Cockburn Cricket Club	Commitment Included In The Lease Agreeeme	31/10/2023	1,500.00
EF163455	99997	Spearwood Dalmatinac Club Inc	Reimbursement Of 50% Of Annual Rates Pay	31/10/2023	11,944.00
EF163456	99997	Planning Solutions	Refund	31/10/2023	257.00
EF163457	99997	Newton Primary School	Invoice 2023-006	31/10/2023	1,066.00
EF163458	99997	Vj Hartill & GI Maker	Catering @ Painting With Jan Pitman 30/9	31/10/2023	13.34
EF163459	99997	Dominic Alvaro	Senior Security Rebate	31/10/2023	160.00
EF163460	99997	Colin James Connolly	Senior Security Rebate	31/10/2023	200.00
EF163461	99997	Mary Daly	Senior Security Rebate	31/10/2023	300.00
EF163462	99997	Nevenka Babir	Senior Security Rebate	31/10/2023	300.00
EF163463	99997	Malka Or	Senior's Security Rebate	31/10/2023	200.00
EF163464	99997	Merica Zitko	Senior's Security Rebate	31/10/2023	45.00
EF163465	99997	Kerry Campbell	Senior's Security Rebate	31/10/2023	100.00
EF163466	99997	Margaret (Maggie) Poole-Johnson	Senior's Security Rebate	31/10/2023	300.00
EF163467	99997	Bernard Alfred Taylor	Senior's Security Rebate	31/10/2023	40.00
EF163468	99997	Rafeena Boyle	Soap For Nature Discovery Day	31/10/2023	2.40
EF163469	99997	Atwell Over 50S Club	Reimbursement Of Bus Hire	31/10/2023	100.00
EF163470	99997	Flagon Bekker	H214 Casual Stay Pen Fee Refund	31/10/2023	60.00
EF163471	99997	Rylan Arms	Invoice 1270 - Drinking Water	31/10/2023	300.00
EF163472	99997	Jandakot Primary School	Invoice 6293 - Reimbursement Of Sand	31/10/2023	527.27
EF163473	99997	Roberta Bunce	Volunteer Lunch Reimbursements	31/10/2023	61.91
EF163474	99997	Zixuan Zhang	Refund Of Payment Debted From Suspended	31/10/2023	21.20
EF163475	99997	A Peck And A Warne	Parking For Events	31/10/2023	17.22
EF163476	99997	Christiana Mcdonald-Spicer	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163477	99997	Allan Johns	Waterwise Verge Scheme Rebate	31/10/2023	110.00
EF163478	99997	David Kursar	Employee Reimbursement	31/10/2023	194.00
EF163479	99997	Navdeep Singh Aulakh	Individual Sponsorship 19Th Asia-Oceania	31/10/2023	750.00
EF163480	99997	Curtis Parnell	Individual Sponsorship 19Th Asia-Oceania	31/10/2023	750.00
EF163481	99997	Ana Paula S Figueiredo	Refund Of Late Fee	31/10/2023	100.00
EF163482	99997	Calum Rogers	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163483	99997	Madaleine Johnston	Crossover Claim	31/10/2023	500.00
EF163484	99997	Luke Shaw	Bibra Lake Fun Run 6Km 1St Male Correcti	31/10/2023	30.00
EF163485	99997	Lachlan Bennett	Bibra Lake Fun Run 6Km 2Nd Male Correcti	31/10/2023	30.00
EF163486	99997	Trevor Scott	Bibra Lake Fun Run 6Km 1St Male 55Yo & O	31/10/2023	80.00
EF163487	99997	Migs Aquino	Bibra Lake Fun Run 12Km 3Rd Male 17-30Yo	31/10/2023	40.00
EF163488	99997	Leeming Rufc	Small Event Sponsorship 23-24	31/10/2023	3,300.00
EF163489	99997	Deborah And Wayne May	Bird Bath Rebate - D May	31/10/2023	49.99
EF163490	99997	Shanera Joy Barrett	Bird Bath Rebate - S Barrett	31/10/2023	22.99

EF163491	99997	Esther Ritchie	Waterwise Rebate - E Ritchie	31/10/2023	247.00
EF163492	99997	Vj Hartill & GI Maker	Petty Cash For Turtle Tracking Program	31/10/2023	25.78
EF163493	99997	Jasveen Kaur Mohar	Waterwise Rebate - J Mohar	31/10/2023	250.00
EF163494	99997	Michael K Sawyer	Waterwise Rebate - M Sawyer	31/10/2023	250.00
EF163495	99997	Amy House	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163496	99997	Cory Arms	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163497	99997	James Power	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163498	99997	Harold And Angela Dean	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163499	99997	Rebecca Sneddon	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163500	99997	Mr Cameron D Spence & Mrs Bronagh M Pitt	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163501	99997	Luke & Vanessa Mcmanus	Waterwise Verge Scheme Rebate	31/10/2023	250.00
EF163502	99997	Esther Sofair	Invoice 2 - 18/10/2023 Teddy Bears Picin	31/10/2023	330.00
EF163503	99997	Amber Queen	Trade Eft - Teddy Bear Picnic Inv-1	31/10/2023	330.00
EF163504	99997	Elena Vincent	Best Stall Prize At Fun Run	31/10/2023	200.00
EF163505	99997	Jan Pittman	Art Workshop At Success Library By Jan P	31/10/2023	425.00
EF163506	99997	Nami Osaki Trading As Namisartroom	Naan And Bao Burger Workshop	31/10/2023	700.00
EF163507	99997	Jordan Tumoana	Junior Sport Travel Assistance Grant	31/10/2023	400.00
EF163508	99997	Kaan Ozdemir	Junior Sport Travel Assistance Grant	31/10/2023	400.00
EF163509	99997	James Hardy	Junior Sport Travel Assistance Grant	31/10/2023	400.00
EF163510	99997	Sienna Lewis	Junior Sport Travel Assistance Grant	31/10/2023	400.00
EF163511	99997	Evelyn Cowdell	Junior Sport Travel Assistance Grant	31/10/2023	400.00
EF163512	10152	Aust Services Union	Payroll Deductions	30/10/2023	803.50
EF163513	10154	Australian Taxation Office	Payroll Deductions	30/10/2023	556,728.00
EF163514	10305	Child Support Agency	Payroll Deductions	30/10/2023	1,173.54
EF163515	11001	Local Government Racing & Cemeteries Employees Union Lgrceu	Payroll Deductions	30/10/2023	44.00
EF163516	19726	Health Insurance Fund Of Wa	Payroll Deductions	30/10/2023	1,105.45
EF163517	27874	Smartsalary	Salary Packaging/Leasing Administration	30/10/2023	13,774.07
EF163518	28458	Easi Group	Novated Leasing	30/10/2023	6,792.37
EF163519	10058	Alsco Pty Ltd	Hygiene Services/Supplies	31/10/2023	289.42
EF163520	10086	Arteil Wa Pty Ltd	Ergonomic Chairs	31/10/2023	1,412.40
EF163521	10097	Blackwoods Atkins	Engineering Supplies	31/10/2023	557.43
EF163522	10118	Australia Post	Postage Charges	31/10/2023	26,017.49
EF163523	10184	Benara Nurseries	Plants	31/10/2023	10,406.15
EF163524	10207	Boc Gases	Gas Supplies	31/10/2023	962.20
EF163525	10226	Bridgestone Australia Ltd	Tyre Services	31/10/2023	12,769.92
EF163526	10239	Budget Rent A Car - Perth	Motor Vehicle Hire	31/10/2023	3,932.81
EF163527	10244	Building & Const Industry Training Fund	Levy Payment	31/10/2023	31,681.01
EF163528	10246	Bunnings Building Supplies Pty Ltd	Hardware Supplies	31/10/2023	3,750.21
EF163529	10279	Castrol Australia Pty Ltd	Grease/Lubricants	31/10/2023	6,354.92

EF163530	10287	Centreline Markings	Linemarking Services	31/10/2023	880.00
EF163531	10333	Cjd Equipment Pty Ltd	Hardware Supplies	31/10/2023	12,722.94
EF163532	10354	Cockburn Community And Cultural Council	Poster Boards	31/10/2023	250.00
EF163533	10359	Cockburn Painting Service	Painting Supplies/Services	31/10/2023	11,819.50
EF163534	10422	Reitsema Packaging	Road Litter Bags	31/10/2023	616.00
EF163535	10456	Datanet	Software Modifications	31/10/2023	104.50
EF163536	10483	Landgate	Mapping/Land Title Searches	31/10/2023	5,321.39
EF163537	10526	E & Mj Rosher Pty Ltd	Mower Equipment	31/10/2023	53,630.43
EF163538	10528	Easifleet	Vehicle Lease	31/10/2023	133.30
EF163539	10535	Workpower Incorporated	Employment Services - Planting	31/10/2023	23,978.48
EF163540	10589	Fines Enforcement Registry	Fines Enforcement Fees	31/10/2023	5,678.00
EF163541	10683	Gronbek Security	Locksmith Services	31/10/2023	363.95
EF163542	10787	Jandakot Accident Repair Centre	Panel Beating Services	31/10/2023	2,000.00
EF163543	10888	Lj Caterers	Catering Services	31/10/2023	6,754.00
EF163544	10913	Bucher Municipal Pty Ltd	Purchase Of New Plant / Repair Services	31/10/2023	5,499.53
EF163545	10923	Major Motors Pty Ltd	Repairs/Maintenance Services	31/10/2023	896.52
EF163546	10938	Mrp Pest Management	Pest & Weed Management	31/10/2023	4,806.98
EF163547	10944	Mcleods	Legal Services	31/10/2023	3,307.75
EF163548	10982	Modern Teaching Aids Pty Ltd	Teaching Aids	31/10/2023	689.26
EF163549	10991	Beacon Equipment	Mowing Equipment	31/10/2023	1,466.80
EF163550	11028	Neverfail Springwater Ltd	Bottled Water Supplies	31/10/2023	268.99
EF163551	11032	Noise & Vibration Measurement Systems	Measuring Equipment/Services	31/10/2023	1,256.20
EF163552	11036	Northlake Electrical Pty Ltd	Electrical Services	31/10/2023	51,443.58
EF163553	11182	Premium Brake & Clutch Services Pty Ltd	Brake Services	31/10/2023	3,180.65
EF163554	11267	Rollaways Leisure Centre	Entertainment Services	31/10/2023	358.00
EF163555	11307	Satellite Security Services Pty Ltd	Security Services	31/10/2023	7,472.55
EF163556	11308	Boss Industrial Formally Sba Supplies	Hardware Supplies	31/10/2023	2,688.06
EF163557	11334	Shenton Pumps	Pool Equipment/Services	31/10/2023	24,095.50
EF163558	11364	Silver Chain Group Limited	Home Care/Respite Services	31/10/2023	247.87
EF163559	11449	Spearwood Florist Ultimate Co Pty Ltd	Floral Arrangements	31/10/2023	125.00
EF163560	11469	Sports Turf Technology Pty Ltd	Turf Consultancy Services	31/10/2023	4,042.50
EF163561	11483	St John Ambulance Aust Wa Operations	First Aid Courses	31/10/2023	477.60
EF163562	11511	Statewide Bearings	Bearing Supplies	31/10/2023	126.65
EF163563	11625	Nutrien Water	Reticulation Supplies	31/10/2023	4,677.49
EF163564	11642	Trailer Parts Pty Ltd	Trailer Parts	31/10/2023	1,857.64
EF163565	11699	Vernon Design Group	Architectural Services	31/10/2023	2,350.00
EF163566	11701	Vibra Industrial Filtration Australasia	Filter Supplies	31/10/2023	277.20
EF163567	11722	Wa Hino Sales & Service	Purchase Of New Trucks / Maintenance	31/10/2023	2,171.19
EF163568	11738	Wa Rangers Association	Conferences/Seminars	31/10/2023	2,700.00

EF163569	11773	Nutrien Ag Solutions	Chemical Supplies	31/10/2023	6,168.03
EF163570	11793	Western Irrigation Pty Ltd	Irrigation Services/Supplies	31/10/2023	98,843.85
EF163571	11806	Westrac Pty Ltd	Repairs/Mtnce - Earthmoving Equipment	31/10/2023	1,623.28
EF163572	11828	Worldwide Online Printing - O'connor	Printing Services	31/10/2023	4,258.74
EF163573	11841	Yangebup Family Centre Inc	Venue Hire / Grants & Donations	31/10/2023	1,950.00
EF163574	11873	Wattleup Tractors	Hardware Supplies	31/10/2023	1,473.12
EF163575	12014	Tutt Bryant Equipment Bt Equipment Pty Ltd T/As	Excavating/Earthmoving Equipment	31/10/2023	9,620.95
EF163576	12153	Hays Personnel Services Pty Ltd	Employment Services	31/10/2023	10,557.54
EF163577	12249	Family Day Care Wa	Membership Renewal	31/10/2023	200.00
EF163578	12295	Stewart & Heaton Clothing Co. Pty Ltd	Clothing Supplies	31/10/2023	5,590.40
EF163579	12497	Trophy Choice	Trophy Supplies	31/10/2023	600.00
EF163580	12672	Norman Disney & Young	Consultancy Services	31/10/2023	8,552.51
EF163581	13102	Michael Page International (Australia) Pty Ltd	Employment Services	31/10/2023	4,253.57
EF163582	13563	Green Skills Inc	Employment Services	31/10/2023	14,924.20
EF163583	14297	Artref Pty Ltd	Printing Cartridges	31/10/2023	777.92
EF163584	15393	Stratagreen	Hardware Supplies	31/10/2023	7,800.94
EF163585	15550	Apace Aid Inc	Plants & Landscaping Services	31/10/2023	510.00
EF163586	15588	Natural Area Consulting Management Services	Weed Spraying	31/10/2023	8,269.59
EF163587	15746	Western Australia Police Service	Police Clearances	31/10/2023	119.00
EF163588	15895	Royal Wolf Trading Australia Pty Ltd	Container Hire	31/10/2023	496.75
EF163589	16064	Cms Engineering	Airconditioning Services	31/10/2023	28,810.49
EF163590	16107	Wren Oil	Waste Disposal Services	31/10/2023	33.00
EF163591	16985	Wa Premix	Concrete Supplies	31/10/2023	1,490.72
EF163592	17297	Australian Institute Of Traffic Planning And Management Aitpm	Membership / Seminars	31/10/2023	1,294.00
EF163593	17345	Kennards Hire - Myaree	Equipment Hire	31/10/2023	6,780.00
EF163594	18040	Constable Care Foundation	Educating Children And Young People By P	31/10/2023	1,489.40
EF163595	18122	Signman	Signage	31/10/2023	3,781.80
EF163596	18126	Dell Australia Pty Ltd	Computer Hardware	31/10/2023	13,288.00
EF163597	18286	Iw Projects Pty Ltd	Consultancy Services - Civil Engineering	31/10/2023	7,557.00
EF163598	18533	Friends Of The Community Inc.	Donation	31/10/2023	2,150.00
EF163599	18621	Planning Institute Australia	Registration	31/10/2023	1,800.00
EF163600	18962	Sealanes (1985) P/L	Catering Supplies	31/10/2023	1,617.40
EF163601	19107	Forever Shining Artforms Wa	Monument	31/10/2023	4,729.60
EF163602	19133	Innova Group Pty Ltd	Furniture	31/10/2023	34,034.00
EF163603	19533	Woolworths Group Ltd (Woolworths & Big W)	Groceries	31/10/2023	3,382.09
EF163604	20000	Aust West Auto Electrical Pty Ltd	Auto Electrical Services	31/10/2023	18,046.92
EF163605	21133	Sports Performance And Management	Recreation Equipment	31/10/2023	880.00
EF163606	21139	Austraffic Wa Pty Ltd	Traffic Surveys	31/10/2023	3,564.00
EF163607	21291	The Worm Shed	Environmental Education	31/10/2023	3,250.00

EF163608	21294	Cat Haven	Animal Services	31/10/2023	1,206.98
EF163609	21577	Lavan	Legal Services	31/10/2023	47,341.58
EF163610	21665	Mmj Real Estate (Wa) Pty Ltd	Property Management Services	31/10/2023	22,648.45
EF163611	21672	Mega Music Australia Pty Ltd	Musical Instruments/Sound Equipment	31/10/2023	1,493.00
EF163612	21697	Ict Express Pty Ltd	Consultancy Services - It	31/10/2023	660.55
EF163613	21744	Jb Hi Fi - Commercial	Electronic Equipment	31/10/2023	13,442.68
EF163614	21934	Phoenix Podiatry	Podiatry Services	31/10/2023	135.00
EF163615	21946	Ryan's Quality Meats	Meat Supplies	31/10/2023	1,678.00
EF163616	22106	Intelife Group	Services - Daip	31/10/2023	8,645.94
EF163617	22376	Bci Sales Pty Ltd	Bus Sales, Repairs,Maintenance	31/10/2023	215.60
EF163618	22404	Cleverpatch Pty Ltd	Arts/Craft Supplies	31/10/2023	1,657.70
EF163619	22553	Brownes Food Operations	Catering Supplies	31/10/2023	782.49
EF163620	22569	Sonic Health Plus Pty Ltd	Medical Services	31/10/2023	1,529.80
EF163621	22589	Jb Hi Fi - Cockburn	Electrical Equipment	31/10/2023	1,287.00
EF163622	22613	Vicki Royans	Artistic Services	31/10/2023	450.00
EF163623	22639	Shatish Chauhan	Training Services - Yoga	31/10/2023	1,860.00
EF163624	22658	South East Regional Centre For Urban Landcare Inc (Sercul)	Urban Landcare Services	31/10/2023	13,904.73
EF163625	22752	Elgas Limited	Gas Supplies	31/10/2023	571.24
EF163626	22806	Chevron Australia Downstream Fuels Pty Ltd	Fuel Supplies	31/10/2023	86,407.00
EF163627	22854	Lgiswa	Insurance Premiums	31/10/2023	1,277,387.59
EF163628	23258	Carlisle Event Hire Pty Ltd	Hire-Party/Function Equipment	31/10/2023	1,760.00
EF163629	23332	Wrights Heavy Recovery	Towing Services	31/10/2023	1,100.00
EF163630	23351	Cockburn Gp Super Clinic Limited T/A Cockburn Integrated Health	Leasing Fees	31/10/2023	1,000.00
EF163631	23457	Totally Workwear Fremantle	Clothing - Uniforms	31/10/2023	3,502.98
EF163632	23570	A Proud Landmark Pty Ltd	Landscape Contruction Services	31/10/2023	9,718.50
EF163633	23579	Daimler Trucks Perth	Purchase Of New Truck	31/10/2023	1,451.36
EF163634	23685	Astro Synthetic Turf Pty Ltd	Site Inspections	31/10/2023	6,652.80
EF163635	23971	Find Wise Location Services	Locating Services - Underground	31/10/2023	654.50
EF163636	24275	Truck Centre Wa Pty Ltd	Purchase Of New Truck	31/10/2023	6,883.26
EF163637	24298	Tanks For Hire	Equipment Hire	31/10/2023	693.00
EF163638	24506	Amaranti's Personal Training	Personal Training Services	31/10/2023	880.00
EF163639	24643	Bibliotheca Rfid Library Systems Australia Pty Ltd	Purchase Of Library Tags	31/10/2023	1,635.00
EF163640	24655	Automasters Spearwood	Vehicle Servicing	31/10/2023	11,492.20
EF163641	24718	Solar Lighting Designs	Solar Design	31/10/2023	22,000.00
EF163642	24748	Pearmans Electrical & Mechanical Services P/L	Electrical Services	31/10/2023	1,349.14
EF163643	24816	Consolidated Training Services	Training Services	31/10/2023	529.00
EF163644	24974	Scott Print	Printing Services	31/10/2023	15,539.70
EF163645	25121	Imagesource Digital Solutions	Billboards	31/10/2023	3,994.10
EF163646	25418	Cs Legal	Legal Services	31/10/2023	3,510.77

EF163647	25657	Lock Joint Australia The Trustee For The Gherbaz Family Trust	Locksmith Services	31/10/2023	2,926.00
EF163648	25771	Integral Development Associates Pty Ltd	Training Courses	31/10/2023	12,111.00
EF163649	25813	Lg Connect Pty Ltd	Erp Systems Development	31/10/2023	5,975.56
EF163650	26067	Sprayking Wa Pty Ltd	Chemical Weed Control Services	31/10/2023	21,148.60
EF163651	26121	Cockburn Community Men's Shed Inc	Fabrication Services	31/10/2023	150.00
EF163652	26257	Paperbark Technologies Pty Ltd	Arboricultural Consultancy Services	31/10/2023	7,622.30
EF163653	26303	Gecko Contracting Turf & Landscape Maintenance	Turf & Landscape Maintenance	31/10/2023	286,616.88
EF163654	26382	Rangs Graphics And Design	Software Licences	31/10/2023	385.00
EF163655	26403	Ches Power Group Pty Ltd	Engineering Solutions / Back Up Generato	31/10/2023	2,935.55
EF163656	26470	Scp Conservation	Fencing Services	31/10/2023	22,616.00
EF163657	26574	Eva Bellydance	Entertainment - Belly Dancing	31/10/2023	225.00
EF163658	26600	Timothy Kelly	Aboriginal Cultural Dancing	31/10/2023	1,400.00
EF163659	26623	Sigma Chemicals Cromag Pty Ltd (Sigma Chemicals)	Chemicals - Pool	31/10/2023	27,864.92
EF163660	26625	Andover Detailers	Car Detailing Services	31/10/2023	2,220.06
EF163661	26677	Australia And New Zealand Recycling Platform Limited	Not- For-Profit Member Services Body	31/10/2023	1,522.39
EF163662	26679	La Mint Events & Catering	Catering	31/10/2023	5,412.00
EF163663	26698	Melville Mitsubishi	Purchase Of New Vehicles & Maintenance	31/10/2023	72.60
EF163664	26709	Talis Consultants Pty Ltd	Waste Consultancy	31/10/2023	10,637.00
EF163665	26735	Shane McMaster Surveys	Survey Services	31/10/2023	2,970.00
EF163666	26743	Statewide Turf Services	Turf Renovation	31/10/2023	50,569.20
EF163667	26771	Instant Products Hire	Portable Toilet Hire	31/10/2023	1,175.88
EF163668	26813	Buswest	Bus Hire	31/10/2023	432.00
EF163669	26820	Nbn Co Ltd	Telecommunications	31/10/2023	2,369.67
EF163670	26867	Einsteins Australia	Childrens Workshops	31/10/2023	396.00
EF163671	26888	Media Engine	Graphic Design, Marketing, Video Product	31/10/2023	150.00
EF163672	26898	Spandex Asia Pacific Pty Ltd	Signage Supplier	31/10/2023	334.40
EF163673	26917	Cirrus Networks Pty Ltd	It Network & Telephony Services	31/10/2023	1,601.82
EF163674	26923	Woodlands	Rubbish Collection Equipment	31/10/2023	18,616.35
EF163675	26929	Elan Energy Matrix Pty Ltd	Recycling Services	31/10/2023	2,672.13
EF163676	26940	Floorwest Pty Ltd	Floor Coverings	31/10/2023	3,300.00
EF163677	26946	Av Truck Services Pty Ltd	Truck Dealership	31/10/2023	8,149.26
EF163678	26964	South Metropolitan Tafe	Education	31/10/2023	514.75
EF163679	26983	Hitech Sports Pty Ltd	Sporting Equipment	31/10/2023	1,196.80
EF163680	26985	Access Icon Pty Ltd	Drainage Products	31/10/2023	17,748.50
EF163681	27002	Cockburn Party Hire	Hire Services	31/10/2023	2,215.00
EF163682	27006	Bibra Lake Iga Xpress	Liquor Supplies	31/10/2023	59.94
EF163683	27010	Quantum Building Services Pty Ltd	Building Maintenance	31/10/2023	4,012.64
EF163684	27011	Baileys Marine Fuel Australia	Fuel	31/10/2023	226.80
EF163685	27015	Intelli Trac	Gps Tracking	31/10/2023	12,617.00

EF163686	27031	Downer Edi Works Pty Ltd	Asphalt Services	31/10/2023	1,432.35
EF163687	27032	Wtp Australia Pty Ltd	Quantity Surveyors	31/10/2023	7,810.00
EF163688	27046	Tfh Hire Services Pty Ltd	Hire Fencing	31/10/2023	544.50
EF163689	27059	Frontline Fire & Rescue Equipment	Manufacture-Fire Vehicles/Equipment	31/10/2023	11,630.07
EF163690	27065	Westbooks	Books	31/10/2023	2,268.23
EF163691	27077	Carbon Neutral	Carbon Solutions Provider	31/10/2023	2,420.00
EF163692	27082	Kulbardi Pty Ltd	Stationery Supplies	31/10/2023	4,175.33
EF163693	27085	Savills Project Management Pty Ltd	Project Management	31/10/2023	3,993.00
EF163694	27098	Q2 (Q-Squared)	Digital Data Service	31/10/2023	5,940.00
EF163695	27115	A Plus Training Solutions Pty Ltd	Small Plant Safety Training	31/10/2023	1,100.00
EF163696	27130	Motio Play Pty Ltd	Digital Marketing & Software Service Pro	31/10/2023	1,065.20
EF163697	27138	Marina Industries Association Ltd	Accreditation	31/10/2023	473.00
EF163698	27143	Fully Promoted Success	Uniforms And Promotional Items	31/10/2023	907.50
EF163699	27154	Veolia Recycling & Recovery Pty Ltd	Waste Services	31/10/2023	116,062.99
EF163700	27195	Allflow Industrial	Oil Water Separators	31/10/2023	1,848.00
EF163701	27225	Wsp Australia Pty Ltd	Engineering	31/10/2023	15,202.00
EF163702	27246	Veale Auto Parts	Spare Parts Mechanical	31/10/2023	125.20
EF163703	27334	Westcare Print	Printing Services	31/10/2023	379.50
EF163704	27346	Office Line	Furniture Office	31/10/2023	7,081.80
EF163705	27374	Southern Cross Cleaning	Commercial Cleaning	31/10/2023	3,586.26
EF163706	27377	Accidental Health And Safety - Perth	First Aid Supplies	31/10/2023	1,360.10
EF163707	27381	Fit For Life Exercise Physiology	Exercise Classes	31/10/2023	2,376.00
EF163708	27396	Ankeet Mehta Spearwood Newspaper Round Delivery	Newspaper Delivery	31/10/2023	344.85
EF163709	27401	Emprise Mobility	Mobility Equipment	31/10/2023	1,207.00
EF163710	27403	Freedom Fairies Pty Ltd	Amusement	31/10/2023	5,225.00
EF163711	27404	K2 Audiovisual Pty Ltd	Audio Visual Equipment	31/10/2023	2,640.00
EF163712	27410	The Kit Bag	Ppe Clothing	31/10/2023	929.70
EF163713	27423	Mechanical Project Services Pty Ltd	Airconditioning Services	31/10/2023	9,082.15
EF163714	27427	Home Chef	Cooking/Food Services	31/10/2023	1,246.32
EF163715	27448	Selectro Services Pty Ltd	Electrical	31/10/2023	3,133.90
EF163716	27472	About Bunting	Bunting Flags	31/10/2023	2,079.00
EF163717	27507	Serco Facilities Management Pty Ltd	Cleaning Services	31/10/2023	97,996.66
EF163718	27510	Plastic Welding Wa	Welding Services	31/10/2023	550.00
EF163719	27539	Jasmin Carpentry & Maintenance	Carpentry	31/10/2023	526.90
EF163720	27596	Allwest Plant Hire Australia Pty Ltd	Plant Hire And Civil Contracting	31/10/2023	658.59
EF163721	27613	Redimed Pty Ltd	Medical & Health Services	31/10/2023	1,332.21
EF163722	27622	Truegrade Medical Supplies	Medical Supplies	31/10/2023	3,105.65
EF163723	27626	International Marina Consultants Pty Ltd	Planning And Design	31/10/2023	12,579.33
EF163724	27631	Aquatic Services Wa Pty Ltd	Pool Equipment & Maintenance	31/10/2023	14,354.56

EF163725	27635	Mammoth Security	Security	31/10/2023	52.60
EF163726	27650	Datacom Systems (Au) Pty Ltd	It Sales, Consulting & Service	31/10/2023	75,603.77
EF163727	27657	Positive Balance Massage	Massage Therapy	31/10/2023	300.00
EF163728	27672	Smart Waste Solutions Australia Pty Ltd	Waste Disposal Equipment	31/10/2023	1,295.80
EF163729	27676	Blue Force Pty Ltd	Security Services	31/10/2023	93,317.69
EF163730	27695	Qtm Pty Ltd	Traffic Management	31/10/2023	38,331.18
EF163731	27701	Perth Better Homes	Shade Sails	31/10/2023	2,200.00
EF163732	27717	Moore Australia (Wa) Pty Ltd	Accounting Services	31/10/2023	8,250.00
EF163733	27727	7 To 1 Photography K.A Pilgrim-Byrne & S.J Pilgrim-Byrn	Photography	31/10/2023	363.00
EF163734	27762	Ponies For Any Occasion The Trustee For Freeman Trading Trust	Amusement - Pony Rides	31/10/2023	1,700.00
EF163735	27778	Culture Counts Australia	Surveying/Marketing Services	31/10/2023	1,650.00
EF163736	27779	Sports Circuit Linemarking	Linemarking	31/10/2023	10,653.50
EF163737	27780	Big Sky Entertainment (Wa) Pty Ltd	Entertainment - Booking Agent	31/10/2023	1,298.00
EF163738	27806	Creative Canary	Web Hosting	31/10/2023	88.00
EF163739	27809	Ra-One Pty Ltd	Software	31/10/2023	29,287.50
EF163740	27817	Squashworld Hilton	Hiring Services	31/10/2023	200.00
EF163741	27829	Smec Australia Pty Ltd	Consultancy - Engineering	31/10/2023	5,040.75
EF163742	27831	Butler And Brown	Event Management	31/10/2023	56,375.00
EF163743	27850	Dowsing Group Pty Ltd	Concreting Services	31/10/2023	381,462.75
EF163744	27855	Total Landscape Redevelopment Service Pty Ltd	Tree Watering	31/10/2023	8,008.00
EF163745	27856	My Flex Health International	Nursing Services	31/10/2023	498.30
EF163746	27865	Pritchard Francis Consulting Pty Ltd	Engineering Services	31/10/2023	2,213.75
EF163747	27879	Precision Badges Wa	Badges	31/10/2023	869.44
EF163748	27886	Bbc Entertainment	Entertainment Agency	31/10/2023	6,600.00
EF163749	27887	The Wilding Project	Sports/Exercise Classes	31/10/2023	165.00
EF163750	27894	Homecare Physiotherapy	Healthcare	31/10/2023	24,529.34
EF163751	27899	Nature Calls Portable Toilets	Hire - Portable Loos	31/10/2023	1,430.00
EF163752	27917	Go Doors Advanced Automation	Door Maintenance & Repair	31/10/2023	2,034.09
EF163753	27931	Big Ass Fans Australia Pty Ltd	Ceiling Fans	31/10/2023	4,785.00
EF163754	27958	Execugifts	Promotional/Merchandise Items	31/10/2023	1,031.25
EF163755	27960	Sai Global	Standards	31/10/2023	3,403.02
EF163756	28001	Corsign Wa Pty Ltd	Sign Making Material	31/10/2023	308.00
EF163757	28032	Managed System Services	It Services	31/10/2023	260,596.00
EF163758	28047	Mitchell Garlett	Ceremonial Services	31/10/2023	450.00
EF163759	28049	Copy Magic	Printing Services	31/10/2023	2,057.80
EF163760	28060	Wanjoo Pty Ltd	Music And Cultural Activities	31/10/2023	5,500.00
EF163761	28061	Go2cup	Paper Cups	31/10/2023	6,251.30
EF163762	28166	Australian Waterslides And Leisure	Welding Services	31/10/2023	4,224.00
EF163763	28168	Sifting Sands	Sand Cleaning	31/10/2023	14,141.60

EF163764	28181	Seaview Rentals	Aquarium Servicing	31/10/2023	98.00
EF163765	28186	Oracle Corporation Australia Pty Ltd	Software	31/10/2023	6,068.70
EF163766	28191	Enviro Sweep	Sweeping Services	31/10/2023	4,690.14
EF163767	28197	Lite N Easy Pty Ltd	Food Supplies	31/10/2023	3,270.62
EF163768	28201	Select Fresh	Food Supplies	31/10/2023	157.60
EF163769	28215	Complete Office Supplies Pty Ltd	Stationery	31/10/2023	822.31
EF163770	28225	Cybercx Pty Ltd	It Services	31/10/2023	6,797.29
EF163771	28228	Delta Roofing Pty Ltd	Roofing Services	31/10/2023	1,930.50
EF163772	28230	Regen Strategic	Esg, Stakeholder Engagement And Strategi	31/10/2023	5,500.00
EF163773	28241	Swift Flow Pty Ltd	Plumbing	31/10/2023	49,042.71
EF163774	28246	Hendercare	Nursing Services	31/10/2023	1,324.02
EF163775	28254	Cleantex Pty Ltd	Laundry Service	31/10/2023	810.14
EF163776	28258	Garden Care West	Gardening Services	31/10/2023	742.50
EF163777	28261	Hazed Services Pty Ltd	Safety - Roof	31/10/2023	7,512.20
EF163778	28263	Julia Kay Wallis	Historian	31/10/2023	365.75
EF163779	28264	Garden Organics	Organics Processing	31/10/2023	528.00
EF163780	28265	Tree Care Wa	Vegetation Maintenance Services	31/10/2023	64,713.77
EF163781	28269	World Upholstery Service	Upholsterer	31/10/2023	638.00
EF163782	28277	Gesha Coffee Co	Coffee Supplies	31/10/2023	1,040.00
EF163783	28289	Grafton General Products	Mobility Equipment	31/10/2023	420.20
EF163784	28303	Miracle Recreation Equipment	Playground Equipment	31/10/2023	5,535.20
EF163785	28318	Ati-Mirage	Training	31/10/2023	4,237.00
EF163786	28343	Hemsley Paterson	Valuation Services	31/10/2023	3,300.00
EF163787	28344	Seat Shop Wa Pty Ltd	Repairs And Replacements To Heavy Fleet	31/10/2023	2,788.50
EF163788	28349	Cable Locates & Consulting	Underground Utility Location And Survey	31/10/2023	2,744.50
EF163789	28356	Apollo Healthcare Technologies Pty Ltd	Provide Hospital, Aged Care, Home Carean	31/10/2023	302.50
EF163790	28371	Flexi Staff	Employment Services	31/10/2023	54,522.11
EF163791	28381	Sandwai Pty Ltd	Software	31/10/2023	1,777.60
EF163792	28392	Mcs Civil Contracting	Engineering/Earthworks	31/10/2023	23,210.00
EF163793	28410	Wa Temporary Fencing Supplies	Hire Fencing	31/10/2023	789.25
EF163794	28417	Techplus Live Pty Ltd	Event Management	31/10/2023	6,088.50
EF163795	28423	Jordies Garden Bags	Waste Services	31/10/2023	2,959.00
EF163796	28426	Power Paving Pty Ltd	Paving Services	31/10/2023	10,890.00
EF163797	28437	Building & Industrial Cleaning Services	Clenaing Services	31/10/2023	59,360.57
EF163798	28448	Enchanted Stiltwalking	Roving Entertainment	31/10/2023	2,343.00
EF163799	28454	Aussie Natural Spring Water	Water Supplies	31/10/2023	103.32
EF163800	28457	Live Life Alarms	Virtual Sale Of Mobile Alarms	31/10/2023	150.00
EF163801	28463	Antree Dnh Pty Ltd	Gardening	31/10/2023	2,831.40
EF163802	28466	Swimplex Aquatics Pty Ltd	Commercial Aquatics	31/10/2023	3,441.24

EF163803	28471	Telstra Limited	Telecommunications	31/10/2023	50,839.28
EF163804	28475	Host Corporation Pty Ltd	Catering Supplies	31/10/2023	371.03
EF163805	28483	Mbgsholdings Pty Ltd (Central West Refrigeration)	Building Maintenance	31/10/2023	932.89
EF163806	28491	Amc Jakovich Function Centre T/As Development Wa (Amc Jakovich Fu	Function Centre	31/10/2023	3,655.00
EF163807	28505	Maltia Caffè The Trustee For Caruana Family Trust	Cafe And Catering Services	31/10/2023	255.00
EF163808	28511	Pet Stock South Fremantle	Pet Product Supplier	31/10/2023	563.67
EF163809	28517	Robowash Pty Ltd	Automatic Cleaning System Manufacturer	31/10/2023	990.00
EF163810	28519	Ryan Emery Communications	Copywriting, journalism, videography	31/10/2023	251.00
EF163811	28522	Bing Technologies Pty Ltd	Mailing Services	31/10/2023	172.13
EF163812	28525	Noma Pty Ltd	Architecture	31/10/2023	1,200.00
EF163813	28538	Old Macdonald's Travelling Farms - Wa East	Mobile Petting Farm	31/10/2023	726.00
EF163814	28544	Forpark Australia 4Park Pty Ltd	Fitness Equipment	31/10/2023	13,129.60
EF163815	28546	Swan Event Hire	Event Hire	31/10/2023	8,462.00
EF163816	28566	Prime Civil Pty Ltd	Civil Construction	31/10/2023	81,377.08
EF163817	28569	Choiceone Pty Ltd	Recruitment Services	31/10/2023	33,436.15
EF163818	28572	International Quadratics Pty Ltd	Supply Swimming Pool Fittings&Furniture	31/10/2023	2,915.00
EF163819	28579	Project M Group	Building Works, Repairs & Maintenance	31/10/2023	45,414.53
EF163820	28593	Milliyaan Aboriginal Services	Cultural Education & Consultancy Service	31/10/2023	988.63
EF163821	28595	Kineticon Group	Building Repairs, Maintenance, Construct	31/10/2023	26,918.20
EF163822	28602	Purpose Driven Performance	Business Consulting	31/10/2023	6,699.00
EF163823	28610	Green Values Australia	Environmental Consultancy	31/10/2023	2,240.70
EF163824	28620	Bibra Lake Nissan	Nissan New Car Dealer	31/10/2023	540.00
EF163825	28621	Imprint Plastic	Printing	31/10/2023	567.60
EF163826	28627	White Oak Home Care Services	White Oak Home Care	31/10/2023	4,019.00
EF163827	28632	Total Connections Pty Ltd	Hose, Hydraulics & Fire Protection Servi	31/10/2023	538.02
EF163828	28634	Damien Gee Building & Maintenance	Building, Maintenance, Wombat Installati	31/10/2023	17,187.00
EF163829	28637	Site Safe Security Rentals Pty Ltd	Rental Of Security Equipment	31/10/2023	770.00
EF163830	28647	Gymbus Trustee For The Gymbus Trust T/A Gym Bus Pty Ltd	Children's Entertainment	31/10/2023	858.00
EF163831	28652	Omnicom Media Group Australia Pty Ltd Omnicom Media Group Austral	Media And Advertising Services	31/10/2023	671.34
EF163832	28655	Rockingham Glass Reads West Coast Maintenance Pty Ltd	Emergency Glass Repair	31/10/2023	3,148.70
EF163833	28660	Perth Face Painter Free, Maneesha (Perth Face Painter)	Events - Entertainment	31/10/2023	170.00
EF163834	28666	Caravan & Tonic Beard, Keziah Lee	Events - Catering	31/10/2023	675.00
EF163835	28671	Horizons West Bus And Coachlines	Transport	31/10/2023	1,213.27
EF163836	28680	Jazzieshazzies	Toddler Dance, Movement And Music Class	31/10/2023	1,000.00
EF163837	28685	Lift Design	Elevator Installation And Service	31/10/2023	937.50
EF163838	28691	Perth Bouncy Castle Hire Kgo Enterprises Pty Ltd	Entertainment - Amusement & Inflatables	31/10/2023	4,697.00
EF163839	28693	Sustylable 1.2Klein, Lea Maud-Charlott	Sustainable Designer	31/10/2023	135.00
EF163840	28696	Teamlab Pty Ltd	Team Building And Training	31/10/2023	726.00
EF163841	28701	Crowd Barriers Wa The Trustee For Walker Street Trust	Fencing	31/10/2023	510.07

EF163842	28713	Ellenby Tree Farm Pty Ltd	Tree Farm	31/10/2023	1,498.50
EF163843	11867	Kevin John Allen	Elected Member Sitting Fees & Allowances	31/10/2023	18.04
EF163844	19059	Carol Reeve-Fowkes	Elected Member Sitting Fees & Allowances	31/10/2023	14.09
EF163845	25353	Philip Eva	Elected Member Sitting Fees & Allowances	31/10/2023	4.70
EF163846	27326	Michael Separovich	Elected Member Sitting Fees & Allowances	31/10/2023	3.57
EF163847	27871	Tom Widenbar	Elected Member Sitting Fees & Allowances	31/10/2023	28.48
EF163848	27872	Phoebe Corke	Elected Member Sitting Fees & Allowances	31/10/2023	12.19
EF163849	28238	Tarun Dewan	Elected Member Sitting Fees & Allowances	31/10/2023	70.43
EF163850	99996	Brett Hutchings	Rates And Property Related Refunds	31/10/2023	552.00
EF163851	99996	Scotti Super Pty Ltd	Rates And Property Related Refunds	31/10/2023	2,704.26
EF163852	99997	Lise Ashton	Bibra Lake Fun Run 12Km 2Nd Female 55Yo	31/10/2023	60.00
EF163853	99997	Cheryl Martin	Culture Knowledge - Sbs Provided	31/10/2023	500.00
EF163854	10118	Australia Post	Postage Charges	31/10/2023	25,041.64
EF163855	26768	Esplanade Hotel Fremantle By Rydges	Venue Hire	31/10/2023	15,021.50
EF163856	26987	Cti Risk Management	Security - Cash Collection	31/10/2023	812.70
TOTAL OF 904 EFT PAYMENTS					14,245,950.92
LESS: CANCELLED EFT PAYMENTS					
EF162816	28655	Rockingham Glass Reads West Coast Maintenance Pty Ltd	Emergency Glass Repair	17/10/2023	-819.50
EF162927	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	25/10/2023	-60.00
EF163347	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	19/10/2023	-24.75
EF163375	11867	Kevin John Allen	Elected Member Sitting Fees & Allowances	17/10/2023	-6,246.67
EF163376	12740	Logan Howlett	Elected Member Sitting Fees & Allowances	17/10/2023	-15,401.26
EF163377	19059	Carol Reeve-Fowkes	Elected Member Sitting Fees & Allowances	17/10/2023	-6,246.67
EF163378	25353	Philip Eva	Elected Member Sitting Fees & Allowances	17/10/2023	-6,246.67
EF163379	27326	Michael Separovich	Elected Member Sitting Fees & Allowances	17/10/2023	-6,246.67
EF163380	27327	Chontelle Stone	Monthly Elected Member Allowance	17/10/2023	-6,246.67
EF163381	27871	Tom Widenbar	Elected Member Sitting Fees & Allowances	17/10/2023	-8,192.09
EF163382	27872	Phoebe Corke	Elected Member Sitting Fees & Allowances	17/10/2023	-6,477.99
EF163383	28238	Tarun Dewan	Elected Member Sitting Fees & Allowances	17/10/2023	-6,246.67
EF163395	99996	Rates And Property Related Eft Refunds (Not Bonds)	Rates And Property Related Refunds	25/10/2023	-552.00
EF163405	99996	Rates And Property Related Eft Refunds (Not Bonds)	Rates And Property Related Refunds	25/10/2023	-2,704.26
TOTAL CANCELLED EFT PAYMENT					-71,711.87
TOTAL EFT PAYMENTS (EXCL. CANCELLED PAYMENTS)					14,174,239.05

<u>ADD: BANK FEES</u>		
BPAY BATCH FEE	10.71	
MERCHANT FEES COC	3087.73	
MERCHANT FEES MARINA	71.79	
MERCHANT FEES ARC	2,511.54	
MERCHANT FEES VARIOUS OUT CENTRES	1,409.55	
NATIONAL BPAY CHARGE	4434	
RTGS/ACLR FEE		
NAB TRANSACT FEE	267.60	
MERCHANDISE / OTHER FEES		
	11,792.92	
<u>ADD: CREDIT CARD PAYMENTS</u>		
	90021.89	
	90021.89	
<u>ADD: PAYROLL PAYMENTS</u>		
COC21/09/23 Pmt 000242579985 City of Cockburn	3/10/2023	1232.61
COC28/09/23 Pmt 000242580886 City of Cockburn	3/10/2023	7353.5
COC29/09/23 Pmt 000242581821 City of Cockburn	3/10/2023	20565.35
COC27/08/23 Pmt 000242821265 City of Cockburn	5/10/2023	4092.08
COC06/10/23 Pmt 000243181290 City of Cockburn	11/10/2023	2465.97
COC08/10/23 Pmt 000243241480 City of Cockburn	11/10/2023	1784026.78
COC13/10/23 Pmt 000243475305 City of Cockburn	13/10/2023	752.7
COC16/10/23 Pmt 000243483920 City of Cockburn	16/10/2023	67.31
COC09/10/23 Pmt 000243829661 City of Cockburn	19/10/2023	205.25
COC20/10/23 Pmt 000243906136 City of Cockburn	20/10/2023	183.9
COC19/10/23 Pmt 000244226766 City of Cockburn	25/10/2023	1692.93
COC22/10/23 Pmt 000244281820 City of Cockburn	25/10/2023	1766449.37
COC22/10/23 Pmt 000244343195 City of Cockburn	26/10/2023	912.13
COC26/10/23 Pmt 000244395117 City of Cockburn	26/10/2023	2936.06
COC27/10/23 Pmt 000244508909 City of Cockburn	27/10/2023	1126.8
		3,594,062.74

		TOTAL PAYMENTS MADE FOR THE MONTH			17,870,116.60
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City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 30-Aug-2023 and 28-Sep-2023

Reference	Date	Service Provider	Card Liability	Description
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Acting CEO

298.95

000911	30/08/2023	SP Kings Square	8.18	Parking Expenses
000911	4/09/2023	THE ROWING PAVILION	197.30	Meeting/Workshop Catering
000911	12/09/2023	CPP HIS MAJESTYS	22.21	Parking Expenses
000911	14/09/2023	CROWN PERTH PARKING	25.00	Parking Expenses
000911	18/09/2023	CROWN PERTH PARKING	25.00	Parking Expenses
000911	22/09/2023	WILSON PARKING AUSTRAL	21.26	Parking Expenses

Acting CFO

1,396.00

CC86161	14/09/2023	CPA* CPA CONGRESS 2023	1,396.00	Conferences and Seminars
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ACTING MANAGER OF DEVELOPMENT SERVICES

383.00

000909	11/09/2023	PLANNING INSTITUTE OF	253.00	Conferences and Seminars
000908	28/09/2023	PLANNING INSTITUTE OF	130.00	Professional Services

Acting Manager Public Health and Buildin

788.18

000951	6/09/2023	SAI GLOBAL	699.18	Office Supplies
000951	8/09/2023	CITY OF VINCENT	11.05	Parking Expenses
000951	13/09/2023	Australian Land & Grou	60.01	Conferences and Seminars
000951	14/09/2023	PHARMACY 777	17.94	Office Supplies

Adult Services Coordinator

70.89

000959	30/08/2023	WOOLWORTHS 4367	5.00	Meeting/Workshop Catering
000959	1/09/2023	BIGW ONLINE	27.90	Supplies and Materials Purchases
000959	15/09/2023	WOOLWORTHS 4367	25.25	Meeting/Workshop Catering
000959	25/09/2023	FARMER JACKS SPEARWO	12.74	Meeting/Workshop Catering

Branch Support Librarian

980.20

000913	1/09/2023	NEWS LIMITED	72.00	Supplies and Materials Purchases
000913	5/09/2023	SP JB HI-FI ONLINE	130.95	Supplies and Materials Purchases

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000913	7/09/2023	BP EX THOMSNS L 5992	4.50	Supplies and Materials Purchases
000913	8/09/2023	EZI*ALIA	325.00	Training & Professional Development
000913	13/09/2023	AMAZON AU RETAIL	50.04	Supplies and Materials Purchases
000913	18/09/2023	AMAZON AU RETAIL	9.00	Supplies and Materials Purchases
000913	18/09/2023	FAIRFAX SUBSCRIPTIONS	99.00	Supplies and Materials Purchases
000913	21/09/2023	BIGW ONLINE	40.00	Supplies and Materials Purchases
000913	21/09/2023	Woolworths Online	65.00	Meeting/Workshop Catering
000913	21/09/2023	Zing Pop Culture	106.95	Supplies and Materials Purchases
000913	22/09/2023	GILBERT AND SONS FRE	45.27	Meeting/Workshop Catering
000913	22/09/2023	LEGO AUSTRALIA PTY LTD	32.49	Supplies and Materials Purchases

Chief of Community Services 40.00

CC86087	4/09/2023	NEWS LIMITED	40.00	Subscriptions and Memberships
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Chief Operations Officer 765.11

000912	13/09/2023	CPP COUNCIL HOUSE	11.11	Parking Expenses
000912	13/09/2023	WANEWSDTI	28.00	Subscriptions and Memberships
000912	19/09/2023	PROPERTY COUNCIL OF AU	726.00	Conferences and Seminars

Child Care Services Manager 805.60

CC86181	13/09/2023	MYO*Harmony Kids	805.60	Subscriptions and Memberships
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CHILDREN'S DEVELOPMENT OFFICER 326.18

000934	12/09/2023	WOOLWORTHS 4367	41.18	Supplies and Materials Purchases
000934	15/09/2023	SPACETOCO VENUE HIRE	285.00	Hire of Equipment and Facilities

Citizenship and Civic Services Superviso 379.95

000933	14/09/2023	THE GOURMET FOOD MAR	379.95	Meeting/Workshop Catering
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City Facilities Coordinator 1,023.71

CC85356	31/08/2023	FREEZE CONTROL WA	392.70	Supplies and Materials Purchases
CC85997	6/09/2023	OFFICEWORKS	100.52	Office Supplies
CC86179	13/09/2023	LAMP REPLACEMENTS AUST	46.46	Supplies and Materials Purchases
CC85795	13/09/2023	TOTALLY WORK WEAR FR	108.00	Equipment Purchases
CC86066	15/09/2023	DOLCE & SOLATO	78.40	Meeting/Workshop Catering
CC85882	22/09/2023	IDW	58.63	Supplies and Materials Purchases
CC85900	22/09/2023	OZWASHROOM	239.00	Supplies and Materials Purchases

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City Facilities Manager**1,584.00**

CC85934	21/09/2023	SEC*BAD BACKS	1,584.00	Supplies and Materials Purchases
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Civil Infrastructure Manager**1,021.82**

000973	28/09/2023	BIBRA LAKE SOILS	24.00	Supplies and Materials Purchases
000973	28/09/2023	WESTERN POWER	498.91	Supplies and Materials Purchases
000973	28/09/2023	WESTERN POWER	498.91	Supplies and Materials Purchases

Cockburn ARC Manager**582.93**

000936	30/08/2023	TONY ALE FRUIT & VEGET	99.39	Events and Functions
000936	30/08/2023	TONY ALE FRUIT & VEGET	46.39	Events and Functions
000936	4/09/2023	WOOLWORTHS 4394	99.05	Events and Functions
000936	4/09/2023	WOOLWORTHS 4394	87.50	Events and Functions
000936	5/09/2023	COLES 0490	68.00	Supplies and Materials Purchases
000936	6/09/2023	TOTALLY WORK WEAR FR	101.20	Supplies and Materials Purchases
000936	14/09/2023	KMART 1362	81.40	Meeting/Workshop Catering

Cockburn Parenting Services Coordinator**754.50**

CC85881	22/09/2023	KMART	460.00	Supplies and Materials Purchases
CC85847	25/09/2023	KMART	-6.00	Supplies and Materials Purchases
CC85853	25/09/2023	KMART	-18.00	Supplies and Materials Purchases
CC85859	25/09/2023	SPACETOCO VENUE HIRE	318.50	Hire of Equipment and Facilities

Collection Development Librarian**1,693.32**

000945	1/09/2023	BIGW ONLINE	109.00	Supplies and Materials Purchases
000945	1/09/2023	Booktopia Pty Ltd	340.85	Supplies and Materials Purchases
000945	1/09/2023	SP JB HI-FI ONLINE	266.88	Supplies and Materials Purchases
000945	18/09/2023	SP JB HI-FI ONLINE	283.10	Supplies and Materials Purchases
000945	20/09/2023	THE REJECT SHOP	71.00	Supplies and Materials Purchases
000945	27/09/2023	SP JB HI-FI ONLINE	622.49	Supplies and Materials Purchases

Communications and Marketing Manager**1,070.54**

CC85352	31/08/2023	DROPBOX*C3Y99Z8F586V	18.69	Subscriptions and Memberships
CC85343	1/09/2023	FACEBK *BWL37TKMT2	623.13	Advertising
CC86177	13/09/2023	INTNL TRANSACTION FEE	0.08	Bank and Other fees
CC85801	13/09/2023	PIXLR.COM Inmage Lab	3.12	Advertising

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CC86121	14/09/2023	FAIRFAX SUBSCRIPTIONS	59.00	Subscriptions and Memberships
CC85962	20/09/2023	FACEBK *UEXP6U79H2	110.89	Advertising
CC85835	26/09/2023	INTNL TRANSACTION FEE	0.04	Bank and Other fees
CC85841	26/09/2023	LNK.BIO	1.55	Subscriptions and Memberships
CC85811	27/09/2023	INTNL TRANSACTION FEE	1.37	Bank and Other fees
CC85827	27/09/2023	CLICKSTARTER AUSTRALIA	198.00	Subscriptions and Memberships
CC85832	27/09/2023	BITLY.COM	54.67	Subscriptions and Memberships

Community Development Coordinator**3,839.54**

CC86041	5/09/2023	LOCAL GOVERNEMENT MANA	185.00	Bank and Other fees
CC85935	8/09/2023	BIG W 0455	170.15	Events and Functions
CC85941	8/09/2023	PRICELESS DISCOUNTS PH	9.00	Events and Functions
CC85831	13/09/2023	CHILLAX CAFE & RESTAU	15.50	Meeting/Workshop Catering
CC85833	13/09/2023	GILBERTS FRESH HILTON	439.95	Meeting/Workshop Catering
CC86123	14/09/2023	WOOLWORTHS 4367	15.90	Events and Functions
CC86171	14/09/2023	WOOLWORTHS 4367	150.65	Events and Functions
CC86064	15/09/2023	SPACETOCO VENUE HIRE	33.00	Hire of Equipment and Facilities
CC86020	18/09/2023	ULTIMO CATRNG&EVEN P	2,157.00	Events and Functions
CC85910	21/09/2023	WOOLWORTHS 4367	14.44	Meeting/Workshop Catering
CC85888	22/09/2023	MYO*PRECISION BADGES W	472.95	Supplies and Materials Purchases
CC85892	22/09/2023	Ink Station	176.00	Supplies and Materials Purchases

Coordinator Work Health and Safety**934.77**

000910	30/08/2023	STRIKE AUSTRALIA PTY L	355.00	Events and Functions
000910	5/09/2023	MENTAL HEALTH FIRST	165.00	Training & Professional Development
000910	7/09/2023	DIRECTTRO* #141966	143.61	Program Costs
000910	18/09/2023	OFFICEWORKS 0620	116.16	Office Supplies
000910	22/09/2023	Portuguese Delights	155.00	Meeting/Workshop Catering

Customer Experience and Marketing Lead**1,544.10**

CC85381	30/08/2023	OFFICEWORKS	29.98	Supplies and Materials Purchases
CC85361	31/08/2023	WOOLWORTHS 4394	43.20	Supplies and Materials Purchases
CC86152	1/09/2023	JB HI FI COCKBURN	29.95	Supplies and Materials Purchases
CC86158	1/09/2023	FACEBK *GCX9NT3JE2	14.03	Advertising
CC86134	4/09/2023	OFFICEWORKS 0620	119.70	Supplies and Materials Purchases
CC86144	4/09/2023	SPOTLIGHT COCKBURN	45.00	Supplies and Materials Purchases
CC86049	5/09/2023	EPSON AUST PTY LTD	536.80	Supplies and Materials Purchases

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CC85883	11/09/2023	COLES 0490	35.42	Supplies and Materials Purchases
CC85840	12/09/2023	OFFICEWORKS	45.93	Supplies and Materials Purchases
CC86082	15/09/2023	FACEBK *B7XPDPHE2	119.63	Advertising
CC85998	18/09/2023	INTNL TRANSACTION FEE	0.27	Bank and Other fees
CC86016	18/09/2023	CAMP SITE PRO	10.89	Subscriptions and Memberships
CC85996	19/09/2023	TARGET AUSTRALIA PTY L	49.00	Supplies and Materials Purchases
CC85958	20/09/2023	BIG W 0455	73.30	Supplies and Materials Purchases
CC85930	21/09/2023	THE REJECT SHOP	72.00	Supplies and Materials Purchases
CC85946	21/09/2023	JOHN COLES NURSERY	315.00	Equipment Purchases
CC85839	26/09/2023	BP EX THOMSNS L 5992	4.00	Supplies and Materials Purchases

Customer Experience Coordinator**1,894.66**

CC85359	31/08/2023	PUBLIC RELATIONS	1,210.00	Subscriptions and Memberships
CC86119	14/09/2023	INTNL TRANSACTION FEE	0.74	Bank and Other fees
CC86151	14/09/2023	CHATBASE.CO	29.66	Subscriptions and Memberships
CC86096	15/09/2023	SCORPTEC COMPUTERS	531.26	Equipment Purchases
CC86107	15/09/2023	OFFICEWORKS	79.00	Supplies and Materials Purchases
CC86036	18/09/2023	BIGW ONLINE	44.00	Supplies and Materials Purchases

Customer Experience Coordinator - ARC**2,566.92**

000939	1/09/2023	INTNL TRANSACTION FEE MS CAROLIN	5.00	Subscriptions and Memberships
000939	1/09/2023	QUICKTAPSURVEY	200.02	Subscriptions and Memberships
000939	4/09/2023	Google CLOUD MBS2VF	242.13	Subscriptions and Memberships
000939	4/09/2023	PERTH ZOO	95.60	Events and Functions
000939	5/09/2023	INTNL TRANSACTION FEE MS CAROLIN	13.85	Subscriptions and Memberships
000939	5/09/2023	KEEPME PTE LTD	554.05	Subscriptions and Memberships
000939	5/09/2023	Parks and Leisure Aust MS CAROLINE	88.00	Conferences and Seminars
000939	5/09/2023	WOOLWORTHS 4394	16.92	Supplies and Materials Purchases
000939	6/09/2023	COCKBURN GATEWAY SHOPP MS CAP	79.50	Supplies and Materials Purchases
000939	6/09/2023	COCKBURN GATEWAY SHOPP MS CAP	79.50	Training & Professional Development
000939	7/09/2023	BUNNINGS 729000	36.31	Supplies and Materials Purchases
000939	7/09/2023	INTNL TRANSACTION FEE MS CAROLIN	4.52	Subscriptions and Memberships
000939	7/09/2023	OUTGROW	180.94	Subscriptions and Memberships
000939	8/09/2023	JB HI FI COCKBURN	19.95	Supplies and Materials Purchases
000939	11/09/2023	FACEBK *37HXM3B32	14.30	Advertising
000939	11/09/2023	FACEBK *4BTVLR3B32	14.30	Advertising
000939	11/09/2023	FACEBK *JRLVUTXA32	14.30	Advertising

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000939	11/09/2023	FACEBK *XVX8RR7B32	14.30	Advertising
000939	11/09/2023	iStock.com	93.50	Subscriptions and Memberships
000939	12/09/2023	FACEBK *PCTGSR7B32	22.00	Advertising
000939	13/09/2023	OFFICEWORKS	68.65	Supplies and Materials Purchases
000939	13/09/2023	OFFICEWORKS	-68.65	Supplies and Materials Purchases
000939	15/09/2023	FACEBK *FPAJFSTA32	33.00	Advertising
000939	15/09/2023	SPACETOCO VENUE HIRE	35.00	Hire of Equipment and Facilities
000939	15/09/2023	Woolworths Online	199.46	Events and Functions
000939	15/09/2023	Woolworths Online	52.10	Events and Functions
000939	18/09/2023	KMART	1.00	Supplies and Materials Purchases
000974	20/09/2023	OFFICEWORKS	-5.95	Supplies and Materials Purchases
000939	21/09/2023	FACEBK *BSP38UXA32	44.00	Advertising
000939	22/09/2023	COCKBURN ARC	60.80	Training & Professional Development
000939	26/09/2023	FACEBK *J3UK2SKA32	77.00	Advertising
000939	28/09/2023	INTNL TRANSACTION FEE MS CAROLIN	5.00	Subscriptions and Memberships
000939	28/09/2023	OFFICEWORKS 0620	49.00	Supplies and Materials Purchases
000939	28/09/2023	OFFICEWORKS 0620	27.59	Office Supplies
000939	28/09/2023	QUICKTAPSURVEY	199.93	Subscriptions and Memberships

Economic Development Officer**142.36**

000961	1/09/2023	ANNUAL FEE MR WILLIAM J BARRY	2.67	Bank and Other fees
000961	5/09/2023	CPP CONVENTION CENTRE MR WILLIA	19.69	Parking Expenses
000961	5/09/2023	KARRATHA INT HOTEL MR WILLIAM J	120.00	Travel and Accommodation

Events Coordinator**949.65**

000942	30/08/2023	BUNNINGS 303000	49.49	Equipment Purchases
000942	4/09/2023	SPACETOCO VENUE HIRE	38.00	Events and Functions
000942	5/09/2023	SPACETOCO VENUE HIRE	341.50	Events and Functions
000942	13/09/2023	GM CABS PTY LTD	47.99	Travel and Accommodation
000942	14/09/2023	7TH HEAVEN CAFE SUTHER	62.65	Travel and Accommodation
000942	14/09/2023	UBER *TRIP	63.24	Travel and Accommodation
000942	15/09/2023	UBER *TRIP	69.72	Travel and Accommodation
000942	15/09/2023	UBER *TRIP	71.39	Travel and Accommodation
000942	15/09/2023	UBER *TRIP	57.82	Travel and Accommodation
000942	15/09/2023	UBER* TRIP	37.39	Travel and Accommodation
000942	15/09/2023	GM TAXIPAY	47.46	Travel and Accommodation
000942	15/09/2023	GM TAXIPAY	63.00	Travel and Accommodation

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Events Officer**32.50**

000919	1/09/2023	WOOLWORTHS 4367	32.50	Meeting/Workshop Catering
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EXECUTIVE CORPORATE AFFAIRS**318.18**

CC85912	21/09/2023	QANTAS	99.00	Conferences and Seminars
CC85916	21/09/2023	QANTAS	60.09	Conferences and Seminars
CC85920	21/09/2023	QANTAS	60.09	Conferences and Seminars
CC85926	21/09/2023	QANTAS	99.00	Conferences and Seminars

Executive Governance and Strategy**4.99**

CC85994	19/09/2023	REMARKABLE	4.99	Subscriptions and Memberships
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Executive Officer**1,272.95**

000962	30/08/2023	Parks and Leisure Aust	253.00	Conferences and Seminars
CC85342	1/09/2023	SP FLOWER SHOP PTY L	94.00	Supplies and Materials Purchases
CC85999	6/09/2023	PROPERTY COUNCIL OF AU	242.00	Conferences and Seminars
CC86080	15/09/2023	PROPERTY COUNCIL OF AU	429.00	Conferences and Seminars
CC86002	18/09/2023	Subway Spearwood 19850	67.00	Meeting/Workshop Catering
CC85975	20/09/2023	BOFFINS BOOKSHOP PTY L	187.95	Supplies and Materials Purchases

Executive officer to the Mayor and Counc**525.00**

000921	7/09/2023	Brady Hotel Jones Lane	350.00	Travel and Accommodation
000921	19/09/2023	EB *The Power Panel GI	175.00	Conferences and Seminars

Family & Community Development Manager**376.36**

000932	21/09/2023	BITCHES BREW PICTURE	345.00	Supplies and Materials Purchases
000932	25/09/2023	CANPRINT COMMUNICATION MS BAR	31.36	Supplies and Materials Purchases

FINANCIAL COUNSELLOR**2.67**

000952	1/09/2023	ANNUAL FEE	2.67	Bank and Other fees
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Fire and Emergency Management Manager**1,089.73**

CC86178	1/09/2023	Brother of Mine	42.00	Meeting/Workshop Catering
CC86148	4/09/2023	COLES 0494	34.00	Supplies and Materials Purchases
CC86033	6/09/2023	JAY JAYS LUNCH BAR	550.00	Meeting/Workshop Catering
CC85793	13/09/2023	BUNNINGS 303000	134.44	Supplies and Materials Purchases

CC85797	13/09/2023	REPCO	75.00	Equipment Purchases
CC85802	13/09/2023	COLES 0490	5.50	Supplies and Materials Purchases
CC85806	13/09/2023	REPCO	170.00	Equipment Purchases
CC86092	15/09/2023	SPACETOCO VENUE HIRE	55.00	Events and Functions
CC85867	25/09/2023	COLES 0391	23.79	Supplies and Materials Purchases

Fleet Manager**2,772.02**

CC86030	18/09/2023	HS SALES PTY LTD	2,646.00	Equipment Purchases
CC85894	22/09/2023	TOTALLY WORK WEAR FR	126.02	Supplies and Materials Purchases

Head of Community Development**1,830.38**

000923	4/09/2023	LOCAL GOVERNEMENT MANA	495.00	Meeting/Workshop Catering
000923	4/09/2023	LOCAL GOVERNEMENT MANA	495.00	Training & Professional Development
000923	5/09/2023	SP YARNMARKETPLACE	134.08	Supplies and Materials Purchases
000923	18/09/2023	RONALD MCDONALD HOUS	706.30	Training & Professional Development

Head of Community Safety and Ranger Serv**897.11**

CC85957	7/09/2023	SP PIP DECKS	879.99	Office Supplies
CC85961	7/09/2023	OFFICEWORKS 0616	17.12	Office Supplies

Head of Develop Assessment & Compliance**488.06**

CC85355	31/08/2023	OFFICEWORKS	75.66	Equipment Purchases
CC85364	31/08/2023	WOOLWORTHS 4367	11.00	Supplies and Materials Purchases
CC86164	1/09/2023	WOOLWORTHS 4367	47.50	Supplies and Materials Purchases
CC86101	4/09/2023	EZI*Recycled Mats	329.90	Equipment Purchases
CC86094	15/09/2023	LITTLE LOAF	24.00	Events and Functions

Head of Information & Technology**3,355.13**

CC85354	31/08/2023	IRIS CONSULTING GROUP	638.00	Training & Professional Development
CC85977	7/09/2023	EZI*POS Deals	1,268.00	Equipment Purchases
CC86167	14/09/2023	CPP TERRACE ROAD	9.09	Parking Expenses
CC85970	20/09/2023	4Cabling	797.56	Supplies and Materials Purchases
CC85869	22/09/2023	INTNL TRANSACTION FEE	15.67	Bank and Other fees
CC85886	22/09/2023	LUCKYORANGE.COM	626.81	Subscriptions and Memberships

Head of Library and Cultural Services**262.77**

CC85893	11/09/2023	SP Railway Parade	12.00	Training & Professional Development
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CC85903	11/09/2023	SP Railway Parade	6.50	Training & Professional Development
CC85913	11/09/2023	SP Railway Parade	13.50	Training & Professional Development
CC85816	13/09/2023	Cafe Paci	141.54	Conferences and Seminars
CC86054	15/09/2023	UBER *TRIP	20.92	Conferences and Seminars
CC86014	18/09/2023	UBER *TRIP	18.81	Events and Functions
000922	20/09/2023	INTERPOINT EVENTS PT	49.50	Supplies and Materials Purchases

Head of Planning 15.00

000929	12/09/2023	MED*ALDIMobile	15.00	Supplies and Materials Purchases
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Head of Projects 408.38

CC85972	20/09/2023	CATER ALL	408.38	Professional Services
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Head of Property and Assets 2.67

CC85350	1/09/2023	ANNUAL FEE	2.67	Bank and Other fees
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Head of Recreation Infrastructure & Svcs 45.05

000925	11/09/2023	SP Railway Parade	12.00	Parking Expenses
000925	11/09/2023	SP Railway Parade	12.00	Parking Expenses
000925	12/09/2023	Pear Tree	21.05	Meeting/Workshop Catering

Head of Sustainability and Environmen 1,215.47

000955	14/09/2023	DBCA	33.00	Subscriptions and Memberships
000955	15/09/2023	EB *WA Weeds Symposium CHRISTO	70.00	Training & Professional Development
000955	15/09/2023	TRYBOOKING*WALGA	99.50	Training & Professional Development
000955	18/09/2023	Point Walter Golf	484.50	Meeting/Workshop Catering
000955	18/09/2023	Point Walter Golf	29.80	Meeting/Workshop Catering
000955	21/09/2023	WWW.SPIGENSTORE.COM.AU CHRIS	67.98	Supplies and Materials Purchases
000955	22/09/2023	RIAWAANNUAL	100.00	Subscriptions and Memberships
000955	22/09/2023	SPOONFLOWER INC.	131.20	Supplies and Materials Purchases
000955	22/09/2023	WESTLAB	199.49	Equipment Purchases

Health Promotion Officer 46.15

000941	12/09/2023	CPP CONVENTION CENTRE MRS GLO	6.56	Training & Professional Development
000941	13/09/2023	SPACETOCO VENUE HIRE	63.75	Supplies and Materials Purchases
000941	25/09/2023	SPACETOCO VENUE HIRE	38.00	Supplies and Materials Purchases
000941	25/09/2023	SPACETOCO VENUE HIRE	-62.16	Supplies and Materials Purchases

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Infrastructure & Operations Coordinator**1,407.11**

000948	31/08/2023	SP OH CLOCKS MISS SARAH J WESTBE	101.25	Equipment Purchases
000948	4/09/2023	GECKOBOARD MISS SARAH J WESTBE	308.60	Subscriptions and Memberships
000948	4/09/2023	Canva* 03896-7122901 MISS SARAH J	17.99	Subscriptions and Memberships
000948	4/09/2023	INTNL TRANSACTION FEE MISS SARAH J	7.72	Equipment Purchases
000948	5/09/2023	NAAVI PTY LTD MISS SARAH J WESTBE	25.00	Subscriptions and Memberships
000948	6/09/2023	RYL LIFE SVG SOC AUS MISS SARAH J V	113.00	Subscriptions and Memberships
000948	13/09/2023	RLSSWA MISS SARAH J WESTBERG	169.00	Training & Professional Development
000948	28/09/2023	SGL AUSTRALIA PTY LTD MISS SARAH	664.55	Equipment Purchases

Library Technician**1,097.76**

000927	31/08/2023	Booktopia Pty Ltd PER F GUSTAFSSON	223.73	Supplies and Materials Purchases
000920	4/09/2023	BIGW ONLINE	22.00	Supplies and Materials Purchases
000920	4/09/2023	Booktopia Pty Ltd	196.28	Supplies and Materials Purchases
000920	6/09/2023	NEVERFAIL SPRINGWTR	46.20	Supplies and Materials Purchases
000920	8/09/2023	AMAZON MARKETPLACE AU	24.96	Supplies and Materials Purchases
000927	11/09/2023	Booktopia Pty Ltd PER F GUSTAFSSON	283.84	Supplies and Materials Purchases
000927	22/09/2023	Booktopia Pty Ltd PER F GUSTAFSSON	300.75	Supplies and Materials Purchases

Library Technology Coordinator**1,363.62**

000916	4/09/2023	Windcave	251.85	Subscriptions and Memberships
000916	6/09/2023	MAILCHIMP *MISC	577.78	Subscriptions and Memberships
000916	7/09/2023	Windcave	257.51	Subscriptions and Memberships
000916	14/09/2023	DREAMITHOS* DREAMIT HO	234.70	Subscriptions and Memberships
000916	18/09/2023	CHATGPT SUBSCRIPTION	34.32	Subscriptions and Memberships
000916	18/09/2023	INTNL TRANSACTION FEE	0.86	Subscriptions and Memberships
000916	18/09/2023	YELLOW RAVEN CAFE	3.50	Office Supplies
000916	25/09/2023	WOOLWORTHS 4703	3.10	Office Supplies

Manager Advocacy and Engagement**373.75**

CC85383	30/08/2023	WOOLWORTHS 4367	28.20	Supplies and Materials Purchases
CC85384	30/08/2023	BIG W 0455	5.00	Supplies and Materials Purchases
CC86124	4/09/2023	CITY OF FREMANTLE	6.00	Parking Expenses
CC86157	14/09/2023	WILSON PARKING PER055	27.00	Parking Expenses
CC86050	18/09/2023	BIG W 0455	99.00	Supplies and Materials Purchases
CC85990	19/09/2023	Crown Market n Co	185.55	Events and Functions

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CC85805	28/09/2023	BIG W 0444	23.00	Supplies and Materials Purchases
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Manager Business & Economic Development**3,927.44**

CC85372	30/08/2023	KARRATHA INT HOTEL	1,130.24	Travel and Accommodation
CC85375	30/08/2023	LinkedIn Ads 863828376	138.34	Advertising
CC85357	31/08/2023	TOURISMOUN	95.00	Travel and Accommodation
CC86162	1/09/2023	SQ *GRAZIE GIFT BASKET	50.00	Events and Functions
CC86172	1/09/2023	SQ *GRAZIE GIFT BASKET	250.00	Events and Functions
CC86176	1/09/2023	CPP COUNCIL HOUSE	5.55	Parking Expenses
CC86128	4/09/2023	LIV*Live Payments	74.66	Travel and Accommodation
CC86083	5/09/2023	HIRE SOCIETY	282.45	Travel and Accommodation
CC85987	7/09/2023	THE HENDERSON ALLIANCE	1,532.37	Events and Functions
CC85991	7/09/2023	LinkedIn Ads 865971621	33.70	Advertising
CC85947	8/09/2023	CITY OF KARRATHA	150.00	Conferences and Seminars
CC85885	11/09/2023	HAPPYTEL RETAIL GROU	74.90	Supplies and Materials Purchases
CC85895	11/09/2023	LinkedIn Ads 867857565	110.23	Advertising

MANAGER LIBRARIES AND ACTIVATION - COOLB**614.54**

CC85368	30/08/2023	WOOLWORTHS 4703	17.35	Office Supplies
CC85374	30/08/2023	FACEBK *FUP9VSPHE2	166.90	Advertising
CC85379	30/08/2023	WOOLWORTHS 4703	53.75	Office Supplies
CC85848	12/09/2023	BUNNINGS 453000	27.96	Office Supplies
CC85864	12/09/2023	KMART 1024	34.00	Office Supplies
CC86145	14/09/2023	eBay O*20-10526-79283	21.61	Equipment Purchases
CC86113	15/09/2023	ETSY.COM - THELYREBIRD	195.00	Equipment Purchases
CC85982	20/09/2023	COSTCO WHOLESALE AUSTR	45.97	Office Supplies
CC85936	21/09/2023	WOOLWORTHS 4703	52.00	Office Supplies

Manager Recreation Services**487.15**

000924	30/08/2023	IGLOOCOMPANY	3.13	Subscriptions and Memberships
000924	30/08/2023	INTNL TRANSACTION FEE	0.08	Subscriptions and Memberships
000924	4/09/2023	Roar Bar and Grill	11.17	Meeting/Workshop Catering
000924	5/09/2023	MURDOCH POLICE STATION	92.00	Supplies and Materials Purchases
000924	11/09/2023	BUNNINGS 303000	20.02	Equipment Purchases
000924	11/09/2023	WOOLWORTHS 4813	19.75	Equipment Purchases
000924	15/09/2023	TENNIS WEST	341.00	Subscriptions and Memberships

Organisational Development Coordinator**3,853.98**

CC86089	4/09/2023	Griffith University	888.00	Training & Professional Development
CC86095	4/09/2023	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
CC86132	4/09/2023	Test and Tag Training	495.00	Training & Professional Development
CC86067	5/09/2023	ST JOHN AMBULANCE AUST	340.00	Training & Professional Development
CC86009	6/09/2023	SEEKAU	50.98	Advertising
CC86019	6/09/2023	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development
CC85976	7/09/2023	PAYPAL *rainbowshoelac	250.00	Training & Professional Development
CC85995	7/09/2023	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
CC85887	11/09/2023	PAYPAL *KELYN TRAIN	250.00	Training & Professional Development
CC85907	11/09/2023	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
CC86129	14/09/2023	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
CC86098	15/09/2023	AUSTWIDETAX.COM	445.00	Training & Professional Development
CC86046	18/09/2023	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
CC85922	21/09/2023	ST JOHN AMBULANCE AUST	130.00	Training & Professional Development
CC85942	21/09/2023	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development
CC85952	21/09/2023	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development
CC85819	27/09/2023	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development

Parking Operations Manager**547.73**

000931	4/09/2023	PAYPAL *PARKINGAUST PA JAMES BR	220.00	Application, Licence, Registration Fees
000931	11/09/2023	JB HI FI COCKBURN JAMES BRUCE WIL	169.00	Office Supplies
000931	20/09/2023	STAR CAR WASH GROUP JAMES BRUC	110.00	Motor Vehicle Expenses
000931	28/09/2023	WOOLWORTHS 4367 JAMES BRUC	48.73	Meeting/Workshop Catering

Parks Operations Coordinator**1,416.26**

000915	31/08/2023	SPEARWOOD HEIGHTS NEWS	12.00	Office Supplies
000915	1/09/2023	EB *WA Weeds Symposium	70.00	Training & Professional Development
000915	12/09/2023	OFFICEWORKS	547.09	Equipment Purchases
000915	12/09/2023	OFFICEWORKS	-78.14	Equipment Purchases
000915	12/09/2023	SPUD SHED	76.76	Meeting/Workshop Catering
000915	13/09/2023	COLES 0494	24.00	Meeting/Workshop Catering
000915	13/09/2023	SPUD SHED	27.28	Meeting/Workshop Catering
000915	14/09/2023	DIRECTCOMMSUPPLIES	500.50	Equipment Purchases
000915	14/09/2023	DORSOGNA LTD	55.77	Meeting/Workshop Catering
000915	14/09/2023	TRYBOOKING*WALGA	90.50	Conferences and Seminars
000915	15/09/2023	TRYBOOKING*WALGA	90.50	Conferences and Seminars

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Ranger Services Manager**495.49**

000938	31/08/2023	LEGEAR AUSTRALIA	84.98	Equipment Purchases
000937	7/09/2023	AP BIBRA LAKE BC	3.68	Office Supplies
000937	11/09/2023	Lucid Software Inc.	15.40	Subscriptions and Memberships
000937	14/09/2023	BUNNINGS 303000	146.44	Supplies and Materials Purchases
000937	14/09/2023	REPCO	244.99	Supplies and Materials Purchases

Recovery Park Coordinator**40.00**

000963	13/09/2023	COLES 0494	40.00	Supplies and Materials Purchases
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Recycling Supervisor**1,037.01**

000940	1/09/2023	COLES 0494	120.65	Supplies and Materials Purchases
000940	20/09/2023	JP PALLETS	206.86	Supplies and Materials Purchases
000940	22/09/2023	BOSS INDUSTRIAL	330.00	Supplies and Materials Purchases
000940	25/09/2023	SAFETY ZONE	379.50	Supplies and Materials Purchases

Senior Centre Programs Booking Officer**4,558.56**

CC86120	4/09/2023	COSTCO WHOLESALE AUSTR	79.96	Supplies and Materials Purchases
CC86021	6/09/2023	TICKETMASTER GROUPS	2,106.75	Events and Functions
CC85856	12/09/2023	DiscPartySupp	538.34	Events and Functions
CC85804	13/09/2023	BENTLEYPINEST231019NB	200.00	Events and Functions
CC86173	14/09/2023	COSTWAY WHOLESALE PTY.	642.51	Supplies and Materials Purchases
CC86115	15/09/2023	SPACETOCO VENUE HIRE	266.00	Events and Functions
CC85796	28/09/2023	CARRINGTON'S BAR & G	725.00	Events and Functions

Senior Home Care Package Coordinator**138.20**

CC85980	20/09/2023	BUNNINGS 303000	138.20	Equipment Purchases
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Senior Library Manager**1,867.58**

000944	7/09/2023	MYO*GREEN WORLD INDOOR MRS A	346.50	Hire of Equipment and Facilities
000944	12/09/2023	SP NEW NORCIA	1,000.00	Training & Professional Development
000944	12/09/2023	SP NEW NORCIA	100.00	Training & Professional Development
000944	14/09/2023	SP NEW NORCIA	100.00	Training & Professional Development
000944	18/09/2023	SP NEW NORCIA	300.00	Training & Professional Development
000944	20/09/2023	HAMILTON HILL IGA	17.58	Meeting/Workshop Catering
000944	22/09/2023	YELLOW RAVEN CAFE	3.50	Supplies and Materials Purchases

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Seniors and Childcare Manager**330.00**

000928	14/09/2023	BUSINESS NEWS PTY LT	330.00	Conferences and Seminars
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Seniors Centre Coordinator**1,568.98**

CC85347	1/09/2023	OFFICEWORKS	26.98	Office Supplies
CC85949	8/09/2023	CPAP AUSTRALIA	195.00	Equipment Purchases
CC85951	8/09/2023	HOST	48.40	Supplies and Materials Purchases
CC85889	11/09/2023	170517CH PTY LTD	182.10	Supplies and Materials Purchases
CC85929	11/09/2023	PERTH OFFICE EQUIPMENT	214.50	Events and Functions
CC85931	11/09/2023	DRAKESBROOK HOTEL	902.00	Events and Functions

Social Club Coordinator**1,457.40**

CC86183	1/09/2023	EVERTOPINVE	69.85	Program Costs
CC86106	4/09/2023	Woolworths Online	170.50	Supplies and Materials Purchases
CC86112	4/09/2023	Woolworths Online	6.00	Supplies and Materials Purchases
CC86116	4/09/2023	SP SPORTSPOWER	-155.00	Program Costs
CC86142	4/09/2023	SP SPORTSPOWER	155.00	Program Costs
CC86005	6/09/2023	HAMILTON HILL IGA	20.58	Supplies and Materials Purchases
CC86015	6/09/2023	EUROSTYLE SMALLGOODS	50.43	Supplies and Materials Purchases
CC86039	6/09/2023	WOOLWORTHS 4703	63.67	Supplies and Materials Purchases
CC85901	11/09/2023	Woolworths Online	196.85	Supplies and Materials Purchases
CC85911	11/09/2023	ST JOHN AMBULANCE AUST	295.00	Supplies and Materials Purchases
CC85824	13/09/2023	HAMILTON HILL IGA	22.00	Supplies and Materials Purchases
CC86131	14/09/2023	OFFICEWORKS	100.18	Supplies and Materials Purchases
CC86010	18/09/2023	Woolworths Online	233.30	Supplies and Materials Purchases
CC85932	21/09/2023	170517CH PTY LTD	229.04	Supplies and Materials Purchases

Strategic Procurement Manager**13,508.43**

000914	4/09/2023	AUSTRALIAN INSTITUTE	1,320.00	Conferences and Seminars
000914	5/09/2023	Housing Industry Assoc	915.00	Supplies and Materials Purchases
000914	6/09/2023	CURTIN UNIVERSITY	3,634.79	Training & Professional Development
000914	6/09/2023	CURTIN UNIVERSITY	20.39	Training & Professional Development
000914	6/09/2023	MINI MBA	3,534.00	Training & Professional Development
000914	14/09/2023	IGNITE LEAD DIFFERENT	1,119.25	Training & Professional Development
000914	18/09/2023	THE GLUE	2,965.00	Equipment Purchases

Support Services Lead**1,956.43**

000943	30/08/2023	SQ *CILLA'S COVE	280.00	Program Costs
000943	30/08/2023	WOOLWORTHS 4394	67.10	Meeting/Workshop Catering
000943	5/09/2023	BUNNINGS 317000	11.69	Supplies and Materials Purchases
000943	5/09/2023	KMART 1024	45.00	Supplies and Materials Purchases
000943	6/09/2023	Rumbles Cafe	550.00	Events and Functions
000943	6/09/2023	WOOLWORTHS 4703	53.12	Supplies and Materials Purchases
000943	13/09/2023	MISS MAUD	338.75	Events and Functions
000943	13/09/2023	WWW.FINANCIALCOUNSELLO	245.00	Subscriptions and Memberships
000943	15/09/2023	Prof Psych Services	220.00	Professional Services
000943	21/09/2023	CONTEXTUAL CONSULTING	60.00	Training & Professional Development
000943	21/09/2023	SCAVACI IGA	61.27	Meeting/Workshop Catering
000943	21/09/2023	WOOLWORTHS 4394	24.50	Meeting/Workshop Catering

Waste Collection Supervisor**1,016.27**

000930	6/09/2023	BUNNINGS 729000	137.70	Supplies and Materials Purchases
000930	19/09/2023	SP FLOWER SHOP PTY L	81.00	Supplies and Materials Purchases
000930	21/09/2023	BOSS INDUSTRIAL	619.00	Supplies and Materials Purchases
000956	22/09/2023	BUNNINGS 303000	137.72	Supplies and Materials Purchases
000956	27/09/2023	COLES 0494	40.85	Meeting/Workshop Catering

Waste Services Manager**344.53**

000917	20/09/2023	LS PTC PHONE ACCESSOR	163.97	Equipment Purchases
000917	21/09/2023	WOOLWORTHS 4703	35.56	Meeting/Workshop Catering
000917	28/09/2023	Subway Beeliar	145.00	Meeting/Workshop Catering

YOUNG PEOPLES SERVICES COORDINATOR**1,741.99**

000966	1/09/2023	BIG W 0444	6.00	Supplies and Materials Purchases
000966	1/09/2023	COLES 0490	20.00	Supplies and Materials Purchases
000966	1/09/2023	OFFICEWORKS 0620	86.20	Supplies and Materials Purchases
000966	1/09/2023	OFFICEWORKS 0620	11.00	Supplies and Materials Purchases
000966	5/09/2023	Booktopia Pty Ltd	749.43	Supplies and Materials Purchases
000966	7/09/2023	BIGW ONLINE	183.50	Supplies and Materials Purchases
000966	7/09/2023	MODERN TEACHING AIDS	235.32	Supplies and Materials Purchases
000971	7/09/2023	PAYPAL *BUNYAPUBLIS	158.00	Supplies and Materials Purchases
000966	8/09/2023	OFFICEWORKS 0620	35.29	Supplies and Materials Purchases
000966	15/09/2023	THE FRESH MARKET	17.98	Supplies and Materials Purchases

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000966	15/09/2023	WOOLWORTHS 4308	33.35	Supplies and Materials Purchases
000966	22/09/2023	SP JB HI-FI ONLINE	205.92	Supplies and Materials Purchases

Young Peoples Services Librarian**723.09**

000958	27/09/2023	THE PLAYROOM OCONNOR	614.25	Supplies and Materials Purchases
000958	27/09/2023	THE PLAYROOM OCONNOR	108.84	Supplies and Materials Purchases

Youth Centre Coordinator**1,714.16**

CC85378	30/08/2023	EB Games Australia	54.00	Supplies and Materials Purchases
CC85338	1/09/2023	KMART 1362	12.00	Supplies and Materials Purchases
CC85340	1/09/2023	ALDI STORES - SUCCESS	12.72	Supplies and Materials Purchases
CC85344	1/09/2023	SQ *AINE CRYSTAL J BEA	27.98	Supplies and Materials Purchases
CC85348	1/09/2023	COLES ONLINE	303.40	Supplies and Materials Purchases
CC86104	4/09/2023	MEGA MUSIC AUSTRALIA	78.00	Supplies and Materials Purchases
CC86077	5/09/2023	ARMANDOS SPORTS	229.92	Supplies and Materials Purchases
CC85899	11/09/2023	COLES 0490	94.45	Supplies and Materials Purchases
CC85927	11/09/2023	BUNNINGS 729000	41.92	Supplies and Materials Purchases
CC85858	12/09/2023	SPUD SHED	50.27	Supplies and Materials Purchases
CC85860	12/09/2023	JACKSONS DRAWING SUP	100.85	Supplies and Materials Purchases
CC85787	13/09/2023	Grilld Pty Ltd	52.60	Supplies and Materials Purchases
CC86153	14/09/2023	COLES 0490	36.75	Supplies and Materials Purchases
CC86105	15/09/2023	WOOLWORTHS 4394	37.10	Supplies and Materials Purchases
CC86044	18/09/2023	COLES 0490	96.09	Supplies and Materials Purchases
CC85851	25/09/2023	PROSPERITY LAKAY P L	72.50	Supplies and Materials Purchases
CC85857	25/09/2023	BLUE ASTER PTY LTD	294.83	Program Costs
CC85865	25/09/2023	COLES 0490	43.95	Supplies and Materials Purchases
CC85821	27/09/2023	WOOLWORTHS 4394	74.83	Supplies and Materials Purchases

Youth Development Officer**1,204.73**

000950	7/09/2023	COLES 0490	101.85	Meeting/Workshop Catering
000950	8/09/2023	Dominos Estore Success	202.04	Meeting/Workshop Catering
000950	12/09/2023	Surf Life Saving Weste	160.00	Training & Professional Development
000950	18/09/2023	ARMANDOS SPORTS	127.94	Equipment Purchases
000950	27/09/2023	BOUNCE HOLDINGS AUSTRA	429.00	Events and Functions
000950	27/09/2023	COLES 0490	102.96	Meeting/Workshop Catering
000950	27/09/2023	SQ *IMO CARWASH	30.39	Motor Vehicle Expenses
000950	28/09/2023	COLES 0490	50.55	Meeting/Workshop Catering

KSHAH

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23-Nov-2023

Youth Services Manager

432.25

000949	31/08/2023	DOT - LICENSING MR EVAN HILLMAN	177.80	Program Costs
000949	31/08/2023	DOT - LICENSING MR EVAN HILLMAN	21.20	Program Costs
000949	12/09/2023	ST JOHN AMBULANCE AUST MR EVAN	170.00	Program Costs
000949	18/09/2023	Hungry Jacks MR EVAN HILLMAN	12.25	Program Costs
000949	18/09/2023	STRIKE AUSTRALIA PTY MR EVAN HILL	36.00	Program Costs
000949	19/09/2023	MCD WOODBRIDGE MR EVAN HILLM	15.00	Program Costs

Total Cards - 73**90,021.89**

Report Run On: 05-Dec-2023 15:48:48

City of Cockburn
Woolworths Group Transactions Report
 Transactions Made Between 1 October - 31 October 2023

Reference	Date	Amount	Description
Senior Centre - Cook		1,967.39	
TI-01EC5-179073	2/10/2023	142.75	Groceries and Consumables
TI-01EC5-179076	3/10/2023	28.50	Groceries and Consumables
TI-01EC5-179077	4/10/2023	176.83	Groceries and Consumables
TI-01EC5-17907A	6/10/2023	89.15	Groceries and Consumables
TI-01EC5-17907C	9/10/2023	27.00	Groceries and Consumables
TI-01EC5-17907D	9/10/2023	67.96	Groceries and Consumables
TI-01EC5-17907E	9/10/2023	6.50	Groceries and Consumables
TI-01EC5-179081	11/10/2023	150.93	Groceries and Consumables
TI-01EC5-179085	13/10/2023	187.10	Groceries and Consumables
TI-01EC5-179087	16/10/2023	153.30	Groceries and Consumables
TI-01EC5-17908A	17/10/2023	39.25	Groceries and Consumables
TI-01EC5-17908B	17/10/2023	77.20	Groceries and Consumables
TI-01EC5-17908E	18/10/2023	73.24	Groceries and Consumables
TI-01EC5-179090	20/10/2023	99.96	Groceries and Consumables
TI-01EC5-179091	20/10/2023	24.00	Groceries and Consumables
TI-01EC5-179092	20/10/2023	19.20	Groceries and Consumables
TI-01EC5-179094	23/10/2023	27.00	Groceries and Consumables
TI-01EC5-179095	23/10/2023	134.01	Groceries and Consumables
TI-01EC5-179099	25/10/2023	129.80	Groceries and Consumables
TI-01EC5-17909A	25/10/2023	31.00	Groceries and Consumables
TI-01EC5-17909C	27/10/2023	119.05	Groceries and Consumables
TI-01EC5-17909D	30/10/2023	163.66	Groceries and Consumables
Senior Centre - Staff		524.54	
TI-01EC5-179074	3/10/2023	47.94	Groceries and Consumables
TI-01EC5-179082	12/10/2023	68.60	Groceries and Consumables
TI-01EC5-179089	16/10/2023	124.85	Groceries and Consumables
TI-01EC5-17908F	19/10/2023	139.80	Groceries and Consumables
TI-01EC5-179097	24/10/2023	62.50	Groceries and Consumables
TI-01EC5-179098	24/10/2023	27.00	Groceries and Consumables
TI-01EC5-17909B	26/10/2023	35.85	Groceries and Consumables
TI-01EC5-17909E	31/10/2023	18.00	Groceries and Consumables
Senior Centre - Cook		1,329.05	
TI-01EC5-179050	4/09/2023	14.10	Groceries and Consumables
TI-01EC5-179051	4/09/2023	234.92	Groceries and Consumables
TI-01EC5-179053	4/09/2023	158.11	Groceries and Consumables
TI-01EC5-179055	6/09/2023	198.57	Groceries and Consumables
TI-01EC5-179056	6/09/2023	54.50	Groceries and Consumables
TI-01EC5-179058	8/09/2023	137.99	Groceries and Consumables
TI-01EC5-179059	11/09/2023	285.45	Groceries and Consumables
TI-01EC5-17905A	11/09/2023	29.00	Groceries and Consumables
TI-01EC5-179061	13/09/2023	216.41	Groceries and Consumables
Family Day Care Coordinator		43.50	
TI-01EC5-17907F	9/10/2023	43.50	Groceries and Consumables
Youth Centre Coordinator		30.00	
TI-01EC5-179096	23/10/2023	30.00	Groceries and Consumables
Senior Centre - Staff		266.60	
TI-01EC5-179075	3/10/2023	13.50	Groceries and Consumables
TI-01EC5-179078	5/10/2023	55.10	Groceries and Consumables
TI-01EC5-179079	5/10/2023	90.00	Groceries and Consumables
TI-01EC5-179088	16/10/2023	108.00	Groceries and Consumables

City of Cockburn

Woolworths Group Transactions Report

Transactions Made Between 1 October - 31 October 2023

Reference	Date	Amount	Description
Amenities Officer		380.85	
TI-01EC5-17907B	6/10/2023	380.85	Groceries and Consumables
Amenities Officer		428.00	
TI-01EC5-179083	12/10/2023	141.00	Groceries and Consumables
TI-01EC5-179084	12/10/2023	44.00	Groceries and Consumables
TI-01EC5-179086	13/10/2023	108.00	Groceries and Consumables
TI-01EC5-17908D	18/10/2023	135.00	Groceries and Consumables
Marina Manager		81.49	
TI-01EC5-179080	10/10/2023	13.21	Groceries and Consumables
TI-01EC5-17908C	17/10/2023	42.19	Groceries and Consumables
TI-01EC5-17909F	31/10/2023	26.09	Groceries and Consumables
Total Cards - 9		5,051.42	

City of Cockburn
Bunnings PowerPass Transactions Report
 Transactions Made Between 1 October - 31 October 2023

<i>Reference</i>	<i>Date</i>	<i>Amount</i>	<i>Description</i>
Parks Operations Coordinator		306.90	
2015/01501660	2/10/2023	306.90	Supplies and Materials
Parks Operations Supervisor		117.98	
2015/01051501	11/10/2023	117.98	Supplies and Materials
City Facilities Coordinator		738.59	
2015/01706119	10/10/2023	140.59	Supplies and Materials
2015/01528445	25/10/2023	598.00	Supplies and Materials
Mechanical Workshop Supervisor		44.09	
2015/01652776	25/10/2023	9.56	Supplies and Materials
2015/01726641	31/10/2023	34.53	Supplies and Materials
Workplace Health & Safety Advisor		95.54	
2015/01644245	10/10/2023	81.54	Supplies and Materials
2015/01165763	18/10/2023	14.00	Supplies and Materials
Trades Assistant		1,733.64	
2015/01441860	2/10/2023	81.29	Supplies and Materials
2160/01389592	2/10/2023	86.51	Supplies and Materials
2015/01377303	4/10/2023	93.19	Supplies and Materials
2015/01443918	6/10/2023	78.46	Supplies and Materials
2015/01445296	9/10/2023	911.51	Supplies and Materials
2015/01445835	11/10/2023	101.30	Supplies and Materials
2015/01380521	16/10/2023	160.35	Supplies and Materials
2015/01380974	17/10/2023	49.14	Supplies and Materials
2015/01382550	20/10/2023	57.80	Supplies and Materials
2015/01383406	24/10/2023	60.23	Supplies and Materials
2015/01385080	31/10/2023	53.86	Supplies and Materials
Fire and Emergency Management Officer		406.88	
2015/01505459	5/10/2023	86.54	Supplies and Materials
2015/01506953	6/10/2023	53.96	Supplies and Materials
2160/01896916	6/10/2023	86.92	Supplies and Materials
2015/01647961	17/10/2023	82.48	Supplies and Materials
2160/01905485	19/10/2023	37.02	Supplies and Materials
2015/01714928	19/10/2023	29.98	Supplies and Materials
2016/01294419	20/10/2023	29.98	Supplies and Materials
Environmental Supervisor		468.32	
2015/01503153	3/10/2023	328.38	Supplies and Materials
2015/01445562	10/10/2023	114.82	Supplies and Materials
2015/01453669	31/10/2023	25.12	Supplies and Materials
Streetscapes Coordinator		663.13	
2015/01714795	19/10/2023	573.36	Supplies and Materials
2015/01522020	19/10/2023	89.77	Supplies and Materials

City of Cockburn
Bunnings PowerPass Transactions Report
 Transactions Made Between 1 October - 31 October 2023

<i>Reference</i>	<i>Date</i>	<i>Amount</i>	<i>Description</i>
Mechanical Trade Assistant		333.88	
2015/01700871	4/10/2023	23.12	Supplies and Materials
2015/01379120	12/10/2023	100.00	Supplies and Materials
2015/01708127	12/10/2023	17.94	Supplies and Materials
2015/01515104	13/10/2023	188.74	Supplies and Materials
2015/01713109	17/10/2023	4.08	Supplies and Materials
Maintenance Supervisor - Works		157.95	
2015/01381377	18/10/2023	75.79	Supplies and Materials
2015/01652637	25/10/2023	82.16	Supplies and Materials
Civil Infrastructure Operations Coordinator		38.37	
2015/01506533	6/10/2023	38.37	Supplies and Materials
Subdivision Supervisor		36.10	
2015/01651370	23/10/2023	36.10	Supplies and Materials
Total Cards - 13		5,141.37	

BP Australia Pty Ltd
A.B.N. 53 004 085 616
GPO Box 1621
MELBOURNE VIC 3001

CITY OF COCKBURN
Attention: Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965



BP Australia Pty Ltd
A.B.N. 53 004 085 616
GPO Box 1621
MELBOURNE VIC 3001

BP Plus Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527



CITY OF COCKBURN
Accounts Payable (Invoice Only) PO
067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA
6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 1 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)				
7050 15405338 02890 1GNC833 2067 WHITE KIA SORENTO WAGON 															

Go paperless and receive your invoices and statements via email. Provide your BP Plus account number along with your email address to accustcare@bp.com and our team will help you make the switch. If you have paid your account via credit card, your Service Fee will appear on your summary Tax Invoice.

Please Note: if you are disputing a transaction, this needs to be lodged in writing within 30 days from the date of issue of this Fleet Control Report.

BP Australia Pty Ltd
A.B.N. 53 004 085 616
GPO Box 1621
MELBOURNE VIC 3001

BP Plus Fleet Control Report

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CITY OF COCKBURN
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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 2 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
WHITE NISSAN XTRAIL WAGON							DIESEL		112.05	215.41	21.55	236.96			
							TOTAL		112.05	215.41	21.55	236.96			
							THIS PERIOD		112.05	215.41	21.55	236.96			
							YEAR TO DATE		1,184.38	1,998.72	199.87	2,198.59			
Cost Centre			2117				DIESEL		112.05	215.41	21.55	236.96			
							TOTAL		112.05	215.41	21.55	236.96			
							THIS PERIOD		112.05	215.41	21.55	236.96			
							YEAR TO DATE		1,184.38	1,998.72	199.87	2,198.59			
7050 15405338 04227 1HSW320 2166 WHITE FORD RANGER UTE	10/10/23 19/10/23 30/10/23	07:38:14 13:02:20 17:22:13	GREENWOOD NORTH BIBRA LAKE COCKBURN CENTRAL	WA WA WA	9856 7451 7395	039038 030507 041506	ULT DSL	217.90 P	71.67	141.97	14.20	156.17	20290	1021	7.0
							ULSD G10	205.66	68.11	127.34	12.73	140.07	21245	955	7.1
							ULT DSL	210.46	63.20	120.92	12.09	133.01	22093	848	7.5
							DIESEL		202.98	390.23	39.02	429.25			
Cost Centre			2166				TOTAL		202.98	390.23	39.02	429.25			
							THIS PERIOD		202.98	390.23	39.02	429.25			
							YEAR TO DATE		1,544.40	2,650.13	265.01	2,915.14			
							DIESEL		202.98	390.23	39.02	429.25			
7050 15405338 03999 1HWW121 2176 WHITE MITSUBISHI TRITON UTE	02/10/23 09/10/23 12/10/23 19/10/23 25/10/23	13:03:47 14:03:45 14:21:39 10:38:12 14:21:57	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA WA	7451 7451 7451 7451 7451	029034 029615 007057 030490 031034	ULT DSL	215.90 P	53.75	105.50	10.55	116.05	47635	554	9.7
							ULT DSL	217.90 P	59.62	118.10	11.81	129.91	48262	627	9.5
							ULT DSL	215.90 P	41.82	82.08	8.21	90.29	48703	441	9.5
							ULSD G10	205.66	59.72	111.65	11.17	122.82	49366	663	9.0
Cost Centre			2176				ULT DSL	210.23	56.58	108.14	10.81	118.95	49934	568	10.0
							DIESEL		271.49	525.47	52.55	578.02			
							TOTAL		271.49	525.47	52.55	578.02			
							THIS PERIOD		271.49	525.47	52.55	578.02			
7050 15405338 04235 1HTV447 2206 WHITE FORD RANGER UTILITY	02/10/23 09/10/23 16/10/23 20/10/23	07:03:43 07:06:42 07:07:54 09:17:25	FREMANTLE FREMANTLE FREMANTLE COCKBURN CENTRAL	WA WA WA WA	6220 6220 6220 7395	036594 036903 037266 040745	ULT DSL	214.71	57.30	111.85	11.18	123.03	18431	698	8.2
							ULT DSL	216.84	60.12	118.51	11.85	130.36	19125	694	8.7
							ULT DSL	204.66	52.53	97.74	9.77	107.51	19765	640	8.2
							ULT DSL	206.66	48.94	91.95	9.19	101.14	20315	550	8.9
Cost Centre			2176				TOTAL		271.49	525.47	52.55	578.02			
							THIS PERIOD		271.49	525.47	52.55	578.02			
							YEAR TO DATE		2,062.71	3,526.56	352.67	3,879.23			
							DIESEL		271.49	525.47	52.55	578.02			

BP Australia Pty Ltd
A.B.N. 53 004 085 616
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MELBOURNE VIC 3001

BP Plus Fleet Control Report

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CITY OF COCKBURN
Accounts Payable (Invoice Only) PO
067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA
6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 3 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km							
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)						
Cost Centre	27/10/23	08:36:24	BIBRA LAKE	WA	7451	007304	ULT DSL	210.23	52.56	100.45	10.05	110.50	20928	613	8.6	18.0						
							DIESEL		271.45		520.50	52.04					572.54					
							TOTAL	THIS PERIOD	271.45	520.50	52.04	572.54						3195	8.5	17.9		
							YEAR TO DATE	1,733.59	2,949.16	294.93	3,244.09						19746	8.8	16.4			
							DIESEL		271.45	520.50	52.04	572.54										
							TOTAL	THIS PERIOD	271.45	520.50	52.04	572.54						3195	8.5	17.9		
7050 15405339 03443	02/10/23 05/10/23 16YQ281 2235 WHITE FORD RANGER UTILITY	07:36:12 07:37:08 11:25:59 07:42:34 07:43:33 08:06:51 20:14:02	COCKBURN CENTRAL	WA	7395	007056	ULT DSL	216.71	66.63	131.27	13.13	144.40	125181	569	11.7	25.4						
COCKBURN CENTRAL			WA	7395	039901	ULT DSL	216.71	50.05	98.61	9.86	108.47	125599	418	12.0	25.9							
BIBRA LAKE			WA	7451	029887	ULT DSL	215.90 P	51.62	101.32	10.13	111.45	126051	452	11.4	24.7							
COCKBURN CENTRAL			WA	7395	040436	ULT DSL	206.66	59.63	112.03	11.20	123.23	126557	506	11.8	24.4							
COCKBURN CENTRAL			WA	7395	040681	ULT DSL	206.66	50.42	94.73	9.47	104.20	126966	409	12.3	25.5							
COCKBURN CENTRAL			WA	7395	041005	ULT DSL	210.23	59.26	113.25	11.33	124.58	127480	514	11.5	24.2							
MANDURAH			WA	1993	010560	ULT DSL	208.23	64.42	121.95	12.19	134.14	128042	562	11.5	23.9							
DIESEL				402.03	773.16	77.31	850.47															
TOTAL			THIS PERIOD	402.03	773.16	77.31	850.47		3430	11.7	24.8											
YEAR TO DATE			2,828.69	4,891.64	489.19	5,380.83		24433	11.6	22.0												
Cost Centre	12/10/23 30/10/23	08:53:42 11:40:58	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029889 031380	DIESEL		402.03	773.16	77.31	850.47										
TOTAL							THIS PERIOD	402.03	773.16	77.31	850.47		3430	11.7	24.8							
YEAR TO DATE							2,828.69	4,891.64	489.19	5,380.83		24433	11.6	22.0								
7050 15405339 04052							12/10/23 30/10/23	08:53:42 11:40:58	BIBRA LAKE	WA	7451	029889	ULT DSL	215.90 P	45.38	89.07	8.91	97.98	86154	546	8.3	17.9
1GMF052 2246									BIBRA LAKE	WA	7451	031380	ULT DSL	210.46	44.84	85.79	8.58	94.37	86701	547	8.2	17.3
WHITE SUBARU OUTBACK WAGON									DIESEL		90.22	174.86	17.49	192.35								
TOTAL									THIS PERIOD	90.22	174.86	17.49	192.35		1093	8.3	17.6					
YEAR TO DATE									902.32	1,528.71	152.87	1,681.58		11181	8.1	15.0						

BP Australia Pty Ltd
A.B.N. 53 004 085 616
GPO Box 1621
MELBOURNE VIC 3001

BP Plus Fleet Control Report

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CITY OF COCKBURN
Accounts Payable (Invoice Only) PO
067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA
6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 4 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04177 1HRY951 2257 WHITE FORD RANGER UTE	01/10/23 10/10/23 20/10/23	11:30:05 08:21:41 07:53:23	MAIDA VALE WATTLE GROVE MAIDA VALE	WA WA WA	6180 9030 6180	038431 048348 039343	DIESEL		90.22	174.86	17.49	192.35			
							TOTAL		90.22	174.86	17.49	192.35		1093	8.3
							YEAR TO DATE		902.32	1,528.71	152.87	1,681.58		11181	8.1
							ULT DSL	215.95	73.79	144.88	14.49	159.35	34884	938	7.9
							ULT DSL	214.90 P	71.58	139.85	13.98	153.83	35804	920	7.8
							ULT DSL	204.66	72.89	135.61	13.56	149.17	36715	911	8.0
							DIESEL		218.26	420.32	42.03	462.35			
							TOTAL		218.26	420.32	42.03	462.35		2769	7.9
							YEAR TO DATE		2,229.52	3,811.51	381.13	4,192.64		28244	7.9
							DIESEL		218.26	420.32	42.03	462.35			
Cost Centre 7050 15405338 03583 1GZZ119 2206 SILVER TOYOTA CAMRY SEDAN	09/10/23	11:47:22	BIBRA LAKE	WA	7451	029591	TOTAL		218.26	420.32	42.03	462.35		2769	7.9
							YEAR TO DATE		2,229.52	3,811.51	381.13	4,192.64		28244	7.9
							BP ULT UNIM	202.26	48.50	89.17	8.92	98.09	88126	923	5.3
							M/S		48.50	89.17	8.92	98.09			
							TOTAL		48.50	89.17	8.92	98.09		923	5.3
							YEAR TO DATE		405.43	678.20	67.82	746.02		7825	5.2
							M/S		48.50	89.17	8.92	98.09			
							TOTAL		48.50	89.17	8.92	98.09		923	5.3
							YEAR TO DATE		405.43	678.20	67.82	746.02		7825	5.2
							ULSD G10	205.66	55.15	103.11	10.31	113.42	91500	500	11.0
Cost Centre 7050 15405338 02759 1GLZ772 2307 WHITE MITSUBISHI TRITON UTE	18/10/23	07:49:43	BIBRA LAKE	WA	7451	007113	DIESEL		55.15	103.11	10.31	113.42			
							TOTAL		55.15	103.11	10.31	113.42		500	11.0
							YEAR TO DATE		1,189.48	2,031.56	203.16	2,234.72		12237	9.8

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04169 1HRY950 2308 WHITE FORD RANGER UTE	03/10/23 23/10/23	08:15:43 08:00:05	2307 BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029108 030746	DIESEL		55.15	103.11	10.31	113.42			
							TOTAL		55.15	103.11	10.31	113.42		500	22.7
							THIS PERIOD		1,188.48	2,031.56	203.16	2,234.72		12237	18.3
							YEAR TO DATE								
Cost Centre 7050 15405338 03831 1HFX380 2317 SILVER NISSAN XTRAIL WAGON	05/10/23 11/10/23 22/10/23 30/10/23	20:45:55 07:21:40 14:19:07 06:59:26	2308 CARLISLE BIBRA LAKE COCKBURN CENTRAL BIBRA LAKE	WA WA WA WA	8218 7451 7395 7451	000410 029780 040872 031338	ULT DSL	215.90 P	83.12	123.89	12.39	136.28	16918	801	7.4
							ULT DSL	210.23	59.15	113.05	11.30	124.35	17717		15.5
							DIESEL		122.27	236.94	23.69	260.63			
							TOTAL		122.27	236.94	23.69	260.63		801	32.5
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	THIS PERIOD		1,278.32	2,156.17	215.62	2,371.79		14048	16.9
							YEAR TO DATE								
							DIESEL		122.27	236.94	23.69	260.63			
							TOTAL		122.27	236.94	23.69	260.63		801	32.5
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	THIS PERIOD		1,278.32	2,156.17	215.62	2,371.79		14048	16.9
							YEAR TO DATE								
							DIESEL		122.27	236.94	23.69	260.63			
							TOTAL		122.27	236.94	23.69	260.63		801	32.5
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	U/LP UNM	192.53	29.33	51.34	5.13	56.47	44332	500	5.9
							U/LP UNM	189.20	57.11	98.23	9.82	108.05	44765	433	11.3
							U/LP UNM	181.83	51.69	85.45	8.54	93.99	4532		25.0
							U/LP UNM	179.70 P	59.06	96.48	9.65	106.13	45941		
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	M/S		197.19	331.50	33.14	364.64			
							TOTAL		197.19	331.50	33.14	364.64		933	39.1
							THIS PERIOD		1,605.87	2,544.44	254.46	2,799.90		11943	23.4
							YEAR TO DATE								
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	M/S		197.19	331.50	33.14	364.64			
							TOTAL		197.19	331.50	33.14	364.64		933	39.1
							THIS PERIOD		1,605.87	2,544.44	254.46	2,799.90		11943	23.4
							YEAR TO DATE								
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	ULSD G10	205.66	70.05	130.96	13.10	144.06	5512	707	20.4
							DIESEL		70.05	130.96	13.10	144.06			
							TOTAL		70.05	130.96	13.10	144.06		707	20.4
							THIS PERIOD		565.74	973.27	97.33	1,070.60		4571	23.4
Cost Centre 7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	22/10/23	11:36:37	2317 BIBRA LAKE	WA	7451	030699	YEAR TO DATE								

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03983 1HLQ161 2336 WHITE FORD RANGER UTILITY	17/10/23	14:58:34	2329 BIBRA LAKE WA	7451	007142		DIESEL		70.05	130.98	13.10	144.08			
						TOTAL	THIS PERIOD		70.05	130.98	13.10	144.08		707	9.9
							YEAR TO DATE		565.74	973.27	97.33	1,070.60		4571	23.4
							ULSD G10	205.66	70.31	131.45	13.15	144.60	27500	834	8.4
Cost Centre 7050 15405338 03526 1GYO983 2355 WHITE FORD RANGER UTILITY	10/10/23 31/10/23	15:45:19 07:29:19	2336 BIBRA LAKE MANNING WA WA	7451 6227	029725 966434		DIESEL		70.31	131.45	13.15	144.60			
						TOTAL	THIS PERIOD		70.31	131.45	13.15	144.60		834	8.4
							YEAR TO DATE		651.99	1,109.10	110.93	1,220.03		5717	21.3
							DIESEL		70.31	131.45	13.15	144.60			
Cost Centre 7050 15405338 04276 HUL718 2388 WHITE FORD RANGER UTE	04/10/23 12/10/23 30/10/23	10:58:59 12:52:23 07:48:02	2355 BIBRA LAKE BIBRA LAKE BIBRA LAKE WA WA WA	7451 7451 7451	029228 007056 031347		ULSD G10	212.90 P	61.48	118.99	11.90	130.89	12202	679	9.1
							ULSD G10	212.90 P	59.55	115.25	11.53	126.78	12907	705	8.4
							ULSD G10	209.46	65.73	125.16	12.52	137.68	13615	708	9.3
							DIESEL		186.76	359.40	35.95	395.35			
Cost Centre 7050 15405338 04276 HUL718 2388 WHITE FORD RANGER UTE	04/10/23 12/10/23 30/10/23	10:58:59 12:52:23 07:48:02	2355 BIBRA LAKE BIBRA LAKE BIBRA LAKE WA WA WA	7451 7451 7451	029228 007056 031347	TOTAL	THIS PERIOD		186.76	359.40	35.95	395.35		2082	8.9
							YEAR TO DATE		1,237.57	2,084.29	208.43	2,292.72		13021	17.6

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03351 1GXP233 2397 WHITE FORD RANGER UTILITY	11/10/23 20/10/23	05:03:26 14:34:59	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029755 030641	DIESEL		186.76	359.40	35.95	395.35			
							TOTAL		186.76	359.40	35.95	395.35		2092	8.9
							YEAR TO DATE		1,237.57	2,084.29	208.43	2,292.72		13021	17.6
							ULT DSL ULSD G10	215.90 P 205.66	82.10 85.14	121.88 121.79	12.19 12.18	134.07 133.97	112356 113127	671 771	9.3 8.4
Cost Centre 7050 15405338 04359 1GYZ376 2407 WHITE MITSUBISHI TRITON UTE	08/10/23 28/10/23	09:59:58 09:06:11	NAVAL BASE NAVAL BASE	WA WA	7770 7770	040698 042182	DIESEL		127.24	243.67	24.37	268.04			
							TOTAL		127.24	243.67	24.37	268.04		1442	8.8
							YEAR TO DATE		2,161.22	3,678.92	367.87	4,046.79		20909	19.4
							DIESEL		127.24	243.67	24.37	268.04			
Cost Centre 7050 15405338 03781 1HEJ525 2418 WHITE FORD RANGER UTILITY	08/10/23 17/10/23 28/10/23	06:18:52 15:01:43 16:33:09	BIBRA LAKE BIBRA LAKE BALDIVIS	WA WA WA	7451 7451 7374	029392 030300 007501	ULT DSL ULSD G10 ULT DSL	216.71 205.66 208.23	75.45 71.78 71.41	148.65 134.20 135.18	14.86 13.42 13.52	163.51 147.62 148.70	90777 91604 92429	832 827 825	19.7 17.9 18.0
							DIESEL		218.64	418.03	41.80	459.83			
							TOTAL		218.64	418.03	41.80	459.83		2484	8.8
							YEAR TO DATE		2,144.31	3,660.59	366.05	4,026.64		23039	17.5

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km			
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)		
Cost Centre 7050 15405338 03898 1HIN859 2438 WHITE FORD RANGER UTILITY	09/10/23 18/10/23 30/10/23	08:18:44 16:42:14 13:40:38	2418 SPEARWOOD BIBRA LAKE BIBRA LAKE	WA WA WA	6443 7451 7451	008434 030416 031390		DIESEL	218.64	418.03	41.80	459.83						
							TOTAL	THIS PERIOD YEAR TO DATE	218.64 2,144.31	418.03 3,660.59	41.80 366.05	459.83 4,026.64		2484 23039	8.8 9.3	18.5 17.5		
								ULT DSL ULSD G10 ULT DSL	214.90 P 205.66 210.46	52.97 61.73 69.45	103.48 115.41 132.88	10.35 11.54 13.29	113.83 126.95 146.17	52975 53571 54290	541 596 719	9.8 10.4 9.7	21.0 21.3 20.3	
								DIESEL	184.15	351.77	35.18	386.95						
							TOTAL	THIS PERIOD YEAR TO DATE	184.15 1,814.44	351.77 3,093.98	35.18 309.42	386.95 3,403.40		1856 16261	9.9 11.2	20.8 20.9		
Cost Centre 7050 15405338 03054 1GRH938 2457 WHITE FORD RANGER UTILITY	09/10/23 28/10/23	06:49:36 14:51:34	2438 COCKBURN CENTRAL COCKBURN CENTRAL	WA WA	7395 7395	040080 041237		DIESEL	184.15	351.77	35.18	386.95						
							TOTAL	THIS PERIOD YEAR TO DATE	184.15 1,814.44	351.77 3,093.98	35.18 309.42	386.95 3,403.40		1856 16261	9.9 11.2	20.8 20.9		
								ULT DSL ULT DSL	218.84 210.23	62.01 45.50	123.36 86.96	12.34 8.70	135.70 95.66	48208 40714				
								DIESEL	107.51	210.32	21.04	231.36						
							TOTAL	THIS PERIOD YEAR TO DATE	107.51 508.01	210.32 869.44	21.04 86.94	231.36 956.38		3853	13.2	24.8		
Cost Centre 7050 15405338 03120 1GTE408 2467 WHITE FORD RANGER UTE	04/10/23 20/10/23	05:28:49 08:18:47	2457 COCKBURN CENTRAL COCKBURN CENTRAL	WA WA	7395 7395	007099 040731		DIESEL	107.51	210.32	21.04	231.36						
							TOTAL	THIS PERIOD YEAR TO DATE	107.51 508.01	210.32 869.44	21.04 86.94	231.36 956.38		3853	13.2	24.8		
								ULT DSL ULT DSL	216.71 206.66	59.24 70.30	116.71 132.07	11.67 13.21	128.38 145.28	53438 54008	505 570	11.7 12.3	25.4 25.5	
								DIESEL	129.54	248.78	24.88	273.66						
							TOTAL	THIS PERIOD YEAR TO DATE	129.54 1,482.02	248.78 2,502.55	24.88 250.24	273.66 2,752.79		1075 11291	12.1 13.1	25.5 24.4		

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km	
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)
Cost Centre 7050 15405338 04375 1GRS168 2477 WHITE MITSUBISHI SINGLE CAB	11/10/23	11:43:52	2467 SUCCESS	WA 5992	005422		DIESEL	129.54	248.78	24.88	273.66					
						TOTAL	THIS PERIOD YEAR TO DATE	129.54 1,482.02	248.78 2,502.55	24.88 250.24	273.66 2,752.79		1075 11291	12.1 13.1	25.5 24.4	
							ULT DSL	216.84	48.69	95.98	9.60	105.58	77140	386	12.6	27.4
							DIESEL		48.69	95.98	9.60	105.58				
						TOTAL	THIS PERIOD YEAR TO DATE	48.69 91.90	95.98 179.50	9.60 17.95	105.58 197.45		386 386	12.6 23.8	27.4 51.2	
Cost Centre 7050 15405338 03971 1HMI124 2497 WHITE FORD RANGER UTE	01/10/23 18/10/23	15:54:00 11:48:40	2477 EAST ROCKINGHAM BIBRA LAKE	WA 9080 WA 7451	044746 030380		DIESEL	48.69	95.98	9.60	105.58					
						TOTAL	THIS PERIOD YEAR TO DATE	48.69 91.90	95.98 179.50	9.60 17.95	105.58 197.45		386 386	12.6 23.8	27.4 51.2	
							ULT DSL ULSD G10	215.95 205.66	49.68 69.40	97.53 129.75	9.75 12.98	107.28 142.73	26212 27800	645 1588	7.7 4.4	16.6 9.0
							DIESEL		119.08	227.28	22.73	250.01				
						TOTAL	THIS PERIOD YEAR TO DATE	119.08 1,191.11	227.28 2,056.14	22.73 205.63	250.01 2,261.77		2233 10350	5.3 11.5	11.2 21.9	
Cost Centre 7050 15405338 02494 1GGH334 2507 WHITE MAZDA 6 SEDAN	03/10/23 10/10/23 25/10/23	17:52:31 18:33:08 08:06:51	2497 BALDIVIS BALDIVIS BALDIVIS	WA 7374 WA 7374 WA 7375	048397 050351 097624		DIESEL	119.08	227.28	22.73	250.01					
						TOTAL	THIS PERIOD YEAR TO DATE	119.08 1,191.11	227.28 2,056.14	22.73 205.63	250.01 2,261.77		2233 10350	5.3 11.5	11.2 21.9	
							ULP UNM ULP UNM ULP UNM	181.70 P 175.70 P 182.08	49.69 47.44 51.14	82.08 75.77 84.65	8.21 7.58 8.47	90.29 83.35 93.12	109061 109810 110610	748 749 800	6.7 6.3 6.4	12.1 11.1 11.6
							M/S		148.27	242.50	24.26	266.76				
						TOTAL	THIS PERIOD YEAR TO DATE	148.27 1,410.29	242.50 2,230.53	24.26 223.06	266.76 2,453.59		2295 15118	6.5 9.3	11.6 16.2	

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Customer Number: **0115405338**
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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03708 1HCC815 2515 WHITE FORD RANGER UTILITY	08/10/23 21/10/23 31/10/23	11:15:42 07:40:29 12:38:59	COCKBURN CENTRAL SUCCESS MANNING	WA WA WA	7395 5992 8227	007235 044125 988334	M/S		148.27	242.50	24.26	266.76			
							TOTAL		148.27	242.50	24.26	266.76		2295	6.5
							YEAR TO DATE		1,410.29	2,230.53	223.06	2,453.59		15118	9.3
							ULT DSL	216.71	38.52	75.89	7.59	83.48	14692	337	11.4
							ULT DSL	204.66	45.41	84.48	8.45	92.93	15060	368	12.3
							ULSD G10	204.91 P	52.58	97.95	9.79	107.74	15490	430	12.2
							DIESEL		136.51	258.32	25.83	284.15			
							TOTAL		136.51	258.32	25.83	284.15		1135	12.0
							THIS PERIOD		549.26	970.85	97.08	1,067.93		4258	12.9
							YEAR TO DATE		549.26	970.85	97.08	1,067.93		4258	12.9
Cost Centre 7050 15405338 03849 1HHB989 2537 WHITE FORD RANGER UTILITY	11/10/23	07:55:02	BIBRA LAKE	WA	7451	029785	DIESEL		136.51	258.32	25.83	284.15			
							TOTAL		136.51	258.32	25.83	284.15		1135	12.0
							THIS PERIOD		549.26	970.85	97.08	1,067.93		4258	12.9
							YEAR TO DATE		549.26	970.85	97.08	1,067.93		4258	12.9
							ULT DSL	215.90 P	60.18	118.12	11.81	129.93	54233	662	9.1
							DIESEL		60.18	118.12	11.81	129.93			
							TOTAL		60.18	118.12	11.81	129.93		662	9.1
							THIS PERIOD		1,388.86	2,366.49	236.67	2,603.16		14946	9.3
							YEAR TO DATE		1,388.86	2,366.49	236.67	2,603.16		14946	9.3
							DIESEL		60.18	118.12	11.81	129.93			
Cost Centre 7050 15405338 03344 1GXB734 2555 WHITE SUBARU OUTBACK WAGON	11/10/23 24/10/23	08:56:28 08:26:49	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029789 030865	TOTAL		60.18	118.12	11.81	129.93		662	9.1
							THIS PERIOD		1,388.86	2,366.49	236.67	2,603.16		14946	9.3
							YEAR TO DATE		1,388.86	2,366.49	236.67	2,603.16		14946	9.3
							ULT DSL	215.90 P	56.02	109.95	11.00	120.95	129157	1057	5.3
							ULT DSL	210.23	59.24	113.22	11.32	124.54	130000	843	7.0
							DIESEL		115.26	223.17	22.32	245.49			
							TOTAL		115.26	223.17	22.32	245.49		1900	6.1
							THIS PERIOD		1,089.01	1,878.89	187.91	2,066.80		20250	5.4
							YEAR TO DATE		1,089.01	1,878.89	187.91	2,066.80		20250	5.4

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CITY OF COCKBURN
Accounts Payable (Invoice Only) PO
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BIBRA LAKE DC PRIVATE BOXES WA
6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 11 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03591 1GXV149 2565 WHITE FORD RANGER UTILITY	03/10/23 10/10/23 18/10/23 24/10/23 30/10/23	10:11:31 13:03:19 15:57:57 09:41:53 06:26:53	BIBRA LAKE BIBRA LAKE WEMBLEY BIBRA LAKE BIBRA LAKE	WA WA WA WA WA	7451 7451 6211 7451 7451	029119 029701 005030 007254 031331	DIESEL		115.26	223.17	22.32	245.49			
							TOTAL		115.26	223.17	22.32	245.49		1900	6.1
							YEAR TO DATE		1,089.01	1,878.89	187.91	2,066.80		20250	5.4
							ULT DSL	215.90 P	87.77	133.02	13.30	146.32	66763		
							ULT DSL	215.90 P	89.61	136.63	13.66	150.29	67572	809	8.6
							ULT DSL	204.66	72.22	134.36	13.44	147.80	68397	825	8.8
							ULT DSL	210.23	62.89	120.20	12.02	132.22	69137	740	8.5
							ULT DSL	210.46	72.35	138.43	13.84	152.27	70022	895	8.2
							DIESEL		344.84	662.64	66.26	728.90			
							TOTAL		344.84	662.64	66.26	728.90		3259	10.6
Cost Centre 7050 15405338 04094 1HPP327 2575 WHITE ISUZU D-MAX UTE	03/10/23 08/10/23 13/10/23 19/10/23 27/10/23	17:06:07 16:32:27 12:26:14 17:16:53 17:00:51	BIBRA LAKE BIBRA LAKE SPEARWOOD BIBRA LAKE BIBRA LAKE	WA WA WA WA WA	7451 7451 6443 7451 7451	029172 029481 000102 030544 007322	YEAR TO DATE		2,234.30	3,857.07	385.69	4,242.76		21220	10.5
							DIESEL		344.84	662.64	66.26	728.90			
							TOTAL		344.84	662.64	66.26	728.90		3259	10.6
							ULT DSL	215.90 P	84.30	126.20	12.62	138.82	22871	477	13.5
							ULSD G10	214.90 P	18.44	32.12	3.21	35.33	22972	101	16.3
							ULT DSL	214.90 P	57.60	112.53	11.25	123.78	23410	438	13.2
							ULSD G10	205.66	62.21	116.31	11.63	127.94	23593	483	12.9
							ULSD G10	209.23	59.07	112.35	11.24	123.59	2434		26.5
							DIESEL		259.62	499.51	49.95	549.46			
							TOTAL		259.62	499.51	49.95	549.46		1499	17.3
Cost Centre 7050 15405338 04096 1HOK035 2608 WHITE FORD RANGER UTILITY	16/10/23	14:59:26	BIBRA LAKE	WA	7451	030200	YEAR TO DATE		1,782.88	3,073.63	307.38	3,381.01		11754	15.2
							DIESEL		259.62	499.51	49.95	549.46			
							TOTAL		259.62	499.51	49.95	549.46		1499	17.3
							ULT DSL	206.66	65.59	123.23	12.32	135.55	12817	368	17.8

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04292 1HVF574 2618 WHITE VOLKSWAGEN CADDY VAN	25/10/23	13:18:27	COCKBURN CENTRAL	WA	7395	041138	DIESEL		65.59	123.23	12.32	135.55			
							TOTAL		65.59	123.23	12.32	135.55		368	17.8
							YEAR TO DATE		1,216.19	2,054.93	205.51	2,260.44		6576	18.5
							DIESEL		65.59	123.23	12.32	135.55			
							TOTAL		65.59	123.23	12.32	135.55		368	17.8
							YEAR TO DATE		1,216.19	2,054.93	205.51	2,260.44		6576	18.5
Cost Centre 7050 15405338 03112 1GRB219 2626 WHITE MITSUBISHI TRITON UTE	03/10/23 17/10/23	08:21:04 06:16:23	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029109 007128	ULT DSL	210.23	44.09	84.26	8.43	92.69	7847	731	6.0
							DIESEL		44.09	84.26	8.43	92.69			
							TOTAL		44.09	84.26	8.43	92.69		731	6.0
							YEAR TO DATE		441.01	748.38	74.85	823.23		3972	11.1
							DIESEL		44.09	84.26	8.43	92.69			
							TOTAL		44.09	84.26	8.43	92.69		731	6.0
Cost Centre 7050 15405338 04029 1HOA671 2646 WHITE MITSUBISHI TRITON	05/10/23 24/10/23	08:44:52 08:23:04	COCKBURN CENTRAL COCKBURN CENTRAL	WA WA	7395 7395	039907 041007	ULT DSL	215.90 P	49.34	96.85	9.68	106.53	37190	390	12.7
							ULT DSL	206.66	52.78	99.15	9.92	109.07	7500		27.3
							DIESEL		102.12	196.00	19.60	215.60			
							TOTAL		102.12	196.00	19.60	215.60		390	26.2
							YEAR TO DATE		940.89	1,600.93	160.09	1,761.02		4590	20.5
							DIESEL		102.12	196.00	19.60	215.60			
							TOTAL		102.12	196.00	19.60	215.60		390	26.2
							YEAR TO DATE		940.89	1,600.93	160.09	1,761.02		4590	20.5
							ULT DSL	216.71	38.68	76.21	7.62	83.83	30960	593	6.5
							ULT DSL	210.23	60.91	116.41	11.64	128.05	31371	411	14.8

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04037 1HQ717 2656 FORD RANGER XL SC	03/10/23 11/10/23 19/10/23 27/10/23	07:02:50 10:04:53 06:01:35 09:06:03	COCKBURN CENTRAL COCKBURN CENTRAL COCKBURN CENTRAL COCKBURN CENTRAL	WA WA WA WA	7395 7395 7395 7395	007073 040228 040656 041286	DIESEL		99.59	192.62	19.26	211.88			
							TOTAL		99.59	192.62	19.26	211.88		1004	9.9
							YEAR TO DATE		1,383.23	2,359.87	235.99	2,595.86		14040	9.9
							DIESEL		99.59	192.62	19.26	211.88			
							TOTAL		99.59	192.62	19.26	211.88		1004	9.9
							YEAR TO DATE		1,383.23	2,359.87	235.99	2,595.86		14040	9.9
							ULT DSL	216.71	75.23	148.21	14.82	163.03	27977	587	12.8
							ULT DSL	218.84	73.24	145.71	14.57	160.28	28540	563	13.0
							ULT DSL	206.66	76.49	143.70	14.37	158.07	29095	555	13.8
							ULT DSL	210.23	72.97	139.46	13.95	153.41	2668		28.5
Cost Centre 7050 15405338 03914 1H1742 2667 WHITE MITSUBISHI TRITON UTE	03/10/23 09/10/23 19/10/23 25/10/23	06:11:34 06:01:22 06:39:58 14:15:43	SUCCESS SUCCESS BIBRA LAKE SPEARWOOD	WA WA WA WA	5992 5992 7451 6443	021406 021642 030447 008969	DIESEL		297.93	577.08	57.71	634.79			
							TOTAL		297.93	577.08	57.71	634.79		1705	17.5
							YEAR TO DATE		2,216.80	3,859.51	385.95	4,245.46		13375	16.6
							DIESEL		297.93	577.08	57.71	634.79			
							TOTAL		297.93	577.08	57.71	634.79		1705	17.5
							YEAR TO DATE		2,216.80	3,859.51	385.95	4,245.46		13375	16.6
							ULT DSL	214.71	82.37	121.75	12.17	133.92	44500	507	12.3
							ULT DSL	216.84	61.21	120.66	12.07	132.73	45014	514	11.9
							ULT DSL	205.66	62.64	117.11	11.71	128.82	45532	518	12.1
							ULT DSL	208.23	63.40	120.02	12.00	132.02	46026	494	12.8
Cost Centre 7050 15405338 03823 1HQH98 2677 WHITE MITSUBISHI TRITON UTE	04/10/23 11/10/23 20/10/23 31/10/23	13:34:58 06:44:40 06:29:36 07:01:01	COCKBURN CENTRAL COCKBURN CENTRAL COCKBURN CENTRAL COCKBURN CENTRAL	WA WA WA WA	7395 7395 7395 7395	039875 007387 040718 041543	DIESEL		249.62	479.54	47.95	527.49			
							TOTAL		249.62	479.54	47.95	527.49		2033	12.3
							YEAR TO DATE		1,998.64	3,423.81	342.36	3,766.17		16426	12.2
							DIESEL		249.62	479.54	47.95	527.49			
							TOTAL		249.62	479.54	47.95	527.49		2033	12.3
							YEAR TO DATE		1,998.64	3,423.81	342.36	3,766.17		16426	12.2
							ULT DSL	216.71	58.42	115.09	11.51	126.60	50510	417	14.0
							ULT DSL	218.84	60.73	120.62	12.08	132.60	50973	463	13.1
							ULT DSL	206.66	59.61	110.11	11.01	121.12	51398	425	13.8
							ULT DSL	210.46	59.10	113.07	11.31	124.38	51795	397	14.9

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 14 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03765 1HEI019 2687 WHITE ISUZU D-MAX UTE	01/10/23 14/10/23 19/10/23 24/10/23 30/10/23	16:47:48 14:38:43 16:55:12 10:17:46 06:25:13	BIBRA LAKE BIBRA LAKE BIBRA LAKE SUCCESS BIBRA LAKE	WA WA WA WA WA	7451 7451 7451 5992 7451	028971 007097 030541 044312 031352	DIESEL		236.86	459.09	45.91	505.00			
							TOTAL		236.86	459.09	45.91	505.00		1702	13.9
							YEAR TO DATE		1,940.59	3,340.70	334.07	3,674.77		14196	25.9
							DIESEL		236.86	459.09	45.91	505.00			
							TOTAL		236.86	459.09	45.91	505.00		1702	13.9
							YEAR TO DATE		1,940.59	3,340.70	334.07	3,674.77		14196	25.9
							ULT DSL	215.95	49.22	96.63	9.66	106.29	57522	447	11.0
							ULT DSL	215.90 P	59.73	117.24	11.72	128.96	58042	520	11.5
							ULSD G10	205.66	60.05	112.27	11.23	123.50	58562	520	11.5
							ULT DSL	208.23	40.49	76.65	7.66	84.31	59000	439	9.2
Cost Centre 7050 15405338 03922 1HJA763 2706 WHITE FORD RANGER UTILITY	05/10/23 11/10/23 18/10/23 30/10/23	14:07:52 11:04:57 09:57:44 07:13:37	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA	7451 7451 7451 7451	029343 029799 030384 007351	ULT DSL	210.46	0.36	0.69	0.07	0.76	61528	2529	1.5
							DIESEL		247.33	474.85	47.48	522.33			
							TOTAL		247.33	474.85	47.48	522.33		4453	5.6
							YEAR TO DATE		1,907.17	3,292.24	329.21	3,621.45		14276	25.4
							DIESEL		247.33	474.85	47.48	522.33			
							TOTAL		247.33	474.85	47.48	522.33		4453	5.6
							YEAR TO DATE		1,907.17	3,292.24	329.21	3,621.45		14276	25.4
							ULSD G10	214.60 P	81.96	121.05	12.10	133.15	42069	548	11.3
							ULSD G10	212.90 P	54.31	105.12	10.51	115.63	42567	498	10.9
							ULSD G10	205.66	55.48	103.73	10.37	114.10	43058	491	11.3
Cost Centre 7050 15405338 03336 1GVU063 2723 WHITE ISUZU FIRE TRUCK	12/10/23 19/10/23	19:44:00 16:46:05	SUCCESS COCKBURN CENTRAL	WA WA	5992 7395	021805 040703	ULSD G10	209.46	71.71	136.55	13.66	150.21	436700		
							DIESEL		243.46	466.45	46.64	513.09			
							TOTAL		243.46	466.45	46.64	513.09		1535	15.9
							YEAR TO DATE		1,857.49	3,170.66	317.07	3,487.73		12764	27.3
							DIESEL		243.46	466.45	46.64	513.09			
							TOTAL		243.46	466.45	46.64	513.09		1535	15.9
							YEAR TO DATE		1,857.49	3,170.66	317.07	3,487.73		12764	27.3
							ULT DSL	216.84	48.71	92.07	9.21	101.28	35728		
							ULP UNM	187.20	1.04	1.77	0.18	1.95			
							ULSD G10	205.66	64.05	119.75	11.97	131.72	777		

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre	21/10/23	18:29:27	COCKBURN CENTRAL	WA	7395	040841	ULSD G10	205.66	54.84	102.53	10.25	112.78	29947		
	25/10/23	00:14:30	SUCCESS	WA	5992	044363	ULT DSL	208.23	75.00	141.98	14.20	156.18	30041	94	79.8
	29/10/23	17:00:14	SUCCESS	WA	5992	044549	ULT DSL	208.23	86.94	164.58	16.46	181.04	31400	1359	6.4
							DIESEL		327.54	620.91	62.09	683.00			166.1
							M/G		1.04	1.77	0.18	1.95			13.3
							TOTAL		328.58	622.68	62.27	684.95		1453	22.6
							THIS PERIOD		328.58	622.68	62.27	684.95		1453	22.6
							YEAR TO DATE		2,020.61	3,527.63	352.76	3,880.39		6556	30.8
															59.2
							TOTAL		328.58	622.68	62.27	684.95		1453	22.6
Cost Centre	11/10/23	16:25:03	COCKBURN CENTRAL	WA	7395	007394	ULT DSL	218.84	21.35	42.47	4.25	46.72	1		
	11/10/23	16:26:24	COCKBURN CENTRAL	WA	7395	007395	ULP UNM	189.20	7.41	12.75	1.27	14.02	1		
	19/10/23	16:45:25	COCKBURN CENTRAL	WA	7395	007733	ULT DSL	206.66	31.27	58.75	5.87	64.62	777		
	21/10/23	09:47:08	COCKBURN CENTRAL	WA	7395	040813	ULP 95 UNM	190.89	3.77	6.55	0.65	7.20	777		
	21/10/23	18:27:51	COCKBURN CENTRAL	WA	7395	040840	ULP UNM	181.83	3.30	5.45	0.55	6.00	777		
	23/10/23	22:22:17	COCKBURN CENTRAL	WA	7395	040987	ULT DSL	210.23	21.36	40.83	4.08	44.91	235400		
							ULP UNM	183.70	2.90	4.89	0.48	5.33			
	25/10/23	00:13:31	SUCCESS	WA	5992	044362	ULT DSL	208.23	18.29	30.84	3.08	33.92	777		
							ULP UNM	175.70	4.43	7.07	0.71	7.78			
	26/10/23	21:41:41	COCKBURN CENTRAL	WA	7395	041255	ULT DSL	210.23	12.81	24.48	2.45	26.93	27862		
Cost Centre	29/10/23	17:05:51	SUCCESS	WA	5992	044550	ULP UNM	184.08	3.78	6.33	0.63	6.96			
							ULT DSL	208.23	20.26	38.35	3.84	42.19	777		
							ULP UNM	182.08	5.24	8.67	0.87	9.54			
							DIESEL		123.34	235.72	23.57	259.29			
							M/G		30.83	51.67	5.16	56.83			
							TOTAL		154.17	287.39	28.73	316.12		318	122.8
							THIS PERIOD		154.17	287.39	28.73	316.12		318	122.8
							YEAR TO DATE		390.47	704.78	70.46	775.24			243.8
							TOTAL		154.17	287.39	28.73	316.12		318	122.8
Cost Centre	25/10/23	08:03:24	SPEARWOOD	WA	6443	008957	ULT DSL	208.23	67.70	128.15	12.82	140.97	12285	785	8.6
															18.0

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Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03492 1GYK722 2777 WHITE ISUZU D-MAX UTILITY	18/10/23	13:38:07	BIBRA LAKE	WA	7451	030396	DIESEL		67.70	128.15	12.82	140.97			
							TOTAL		67.70	128.15	12.82	140.97		785	8.6
							YEAR TO DATE		830.72	1,417.48	141.75	1,559.23		9511	16.4
							DIESEL		67.70	128.15	12.82	140.97			
Cost Centre 7050 15405338 04193 1HRS629 2784 TOYOTA LCRUSR - WHITE	12/10/23 18/10/23 28/10/23	18:50:57 21:12:44 20:17:55	COCKBURN CENTRAL COCKBURN CENTRAL SUCCESS	WA WA WA	7395 7395 5992	007449 007590 044455	TOTAL		67.70	128.15	12.82	140.97		785	8.6
							YEAR TO DATE		830.72	1,417.48	141.75	1,559.23		9511	16.4
							ULSD G10	205.66	66.14	123.65	12.37	136.02	68892	524	12.6
							DIESEL		66.14	123.65	12.37	136.02			
Cost Centre 7050 15405338 04193 1HRS629 2784 TOYOTA LCRUSR - WHITE	12/10/23 18/10/23 28/10/23	18:50:57 21:12:44 20:17:55	COCKBURN CENTRAL COCKBURN CENTRAL SUCCESS	WA WA WA	7395 7395 5992	007449 007590 044455	TOTAL		66.14	123.65	12.37	136.02		524	12.6
							YEAR TO DATE		983.67	1,599.91	159.98	1,759.89		6750	26.1
							DIESEL		66.14	123.65	12.37	136.02			
							TOTAL		66.14	123.65	12.37	136.02		524	12.6
Cost Centre 7050 15405338 03872 1HIN860 2797 WHITE FORD RANGER UTE	02/10/23 30/10/23	09:36:53 08:52:29	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029012 031356	YEAR TO DATE		983.67	1,599.91	159.98	1,759.89		6750	26.1
							ULSD G10	216.90 P	27.47	54.16	5.42	59.58	3028	202	13.6
							ULT DSL	206.66	37.71	70.85	7.08	77.93	3124	96	29.5
							ULT DSL	208.23	38.56	73.00	7.30	80.30	3261	137	81.2
Cost Centre 7050 15405338 03872 1HIN860 2797 WHITE FORD RANGER UTE	02/10/23 30/10/23	09:36:53 08:52:29	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029012 031356	DIESEL		103.74	198.01	19.80	217.81			
							TOTAL		103.74	198.01	19.80	217.81		435	23.8
							YEAR TO DATE		437.00	768.72	76.87	845.59		1070	50.1
							DIESEL		103.74	198.01	19.80	217.81			
Cost Centre 7050 15405338 03872 1HIN860 2797 WHITE FORD RANGER UTE	02/10/23 30/10/23	09:36:53 08:52:29	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029012 031356	TOTAL		103.74	198.01	19.80	217.81		435	23.8
							YEAR TO DATE		437.00	768.72	76.87	845.59		1070	50.1
							ULT DSL	215.90 P	65.06	127.69	12.77	140.46	44899	660	21.3
							ULT DSL	210.46	68.28	130.64	13.06	143.70	45589	600	20.8

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03884 1HFX818 2808 BLUE NISSAN X-TRAIL	02/10/23 14/10/23 26/10/23	13:49:37 16:38:48 16:57:38	HUNTINGDALE HUNTINGDALE BIBRA LAKE	WA WA WA	6117 6117 7451	069576 069945 031152	DIESEL		133.34	258.33	25.83	284.16			
							TOTAL		133.34	258.33	25.83	284.16		1350	9.9
							YEAR TO DATE		1,479.32	2,518.88	251.87	2,770.75		13041	11.3
							DIESEL		133.34	258.33	25.83	284.16			
							TOTAL		133.34	258.33	25.83	284.16		1350	9.9
							YEAR TO DATE		1,479.32	2,518.88	251.87	2,770.75		13041	11.3
							ULP UNM	190.70 P	60.00	104.02	10.40	114.42	46395	667	9.0
							ULP UNM	181.70 P	60.29	99.59	9.96	109.55	47125	730	8.3
							ULP UNM	184.08	60.00	100.41	10.04	110.45	47185	60	100.0
							M/S		180.29	304.02	30.40	334.42			
Cost Centre 7050 15405338 03587 1GYU017 2836 TOYOTA CAMRY SEDAN	07/10/23	14:16:53	SPEARWOOD	WA	6443	008392	TOTAL		180.29	304.02	30.40	334.42		1457	12.4
							YEAR TO DATE		1,043.26	1,659.19	165.92	1,825.11		8474	12.3
							M/S		180.29	304.02	30.40	334.42			
							TOTAL		180.29	304.02	30.40	334.42		1457	12.4
							YEAR TO DATE		1,043.26	1,659.19	165.92	1,825.11		8474	12.3
							ULP 95 UNM	201.65	44.58	81.72	8.17	89.89	64195	901	4.9
							M/S		44.58	81.72	8.17	89.89			
							TOTAL		44.58	81.72	8.17	89.89		901	4.9
							YEAR TO DATE		695.26	1,191.09	119.11	1,310.20		10843	6.4
							M/S		44.58	81.72	8.17	89.89			
Cost Centre 7050 15405338 04060 1HNM845 2857 WHITE ISUZU D-MAX UTE	11/10/23	13:34:15	SPEARWOOD	WA	6443	008527	TOTAL		44.58	81.72	8.17	89.89		901	4.9
							YEAR TO DATE		695.26	1,191.09	119.11	1,310.20		10843	6.4
							ULT DSL	214.90 P	59.21	113.72	11.37	125.09	18777	489	11.9

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Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04128 1HPR483 2887 WHITE ISUZU DMAX UTILITY	11/10/23 26/10/23	14:50:01 15:44:50	COCKBURN CENTRAL BIBRA LAKE	WA WA	7395 7451	040247 031142	DIESEL		58.21	113.72	11.37	125.09			
							TOTAL		58.21	113.72	11.37	125.09		489	25.6
							YEAR TO DATE		1,087.16	1,800.75	180.06	1,980.81		7106	27.9
							DIESEL		58.21	113.72	11.37	125.09			
							TOTAL		58.21	113.72	11.37	125.09		489	25.6
							YEAR TO DATE		1,087.16	1,800.75	180.06	1,980.81		7106	27.9
Cost Centre 7050 15405338 04011 1HJU694 2877 WHITE ISUZU D-MAX UTILITY	04/10/23 20/10/23	17:28:50 17:04:35	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029273 030654	ULT DSL	218.84	68.91	133.11	13.31	146.42	3659	1559	4.3
							ULT DSL	210.23	69.15	132.16	13.22	145.38	4562	903	7.7
							DIESEL		136.06	265.27	26.53	291.80			
							TOTAL		136.06	265.27	26.53	291.80		2462	11.9
							YEAR TO DATE		381.03	660.45	66.05	728.50		3724	19.5
							DIESEL		136.06	265.27	26.53	291.80			
Cost Centre 7050 15405338 02486 1GEH032 2883 WHITE ISUZU FIRE TRUCK	02/10/23 12/10/23 14/10/23 20/10/23 26/10/23 29/10/23	21:33:54 18:43:03 17:21:22 18:22:50 20:22:12 17:16:47	PIARA WATERS SUCCESS PIARA WATERS FORRESTDALE COCKBURN CENTRAL NAVAL BASE	WA WA WA WA WA WA	1110 5992 1110 8609 7395 7770	002355 021798 002814 096740 041254 016465	ULT DSL	214.90 P	47.94	93.65	9.37	103.02	19694	77	62.3
							ULT DSL	216.84	34.02	67.06	6.71	73.77	19722	28	121.5
							ULT DSL	210.90 P	28.50	54.65	5.46	60.11	19676		263.5
							ULT DSL	206.66	52.86	99.31	9.93	109.24	19689	213	51.3
							ULT DSL	209.23	19.05	36.24	3.62	39.86	19695	106	37.6
							ULT DSL	202.90 P	57.50	106.06	10.61	116.67	777		

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre			2883				DIESEL		239.87	456.97	45.70	502.67			
							TOTAL		239.87	456.97	45.70	502.67		424	56.6
							YEAR TO DATE		1,533.48	2,831.42	263.17	2,894.59		1237	234.0
							DIESEL		239.87	456.97	45.70	502.67			
							TOTAL		239.87	456.97	45.70	502.67		424	56.6
							YEAR TO DATE		1,533.48	2,831.42	263.17	2,894.59		1237	234.0
7050 15405338 03096 1GSG991 2896 WHITE FORD RANGER UTE	05/10/23 27/10/23	08:24:18 08:02:41	BALDIVIS EAST ROCKINGHAM	WA WA	7375 9080	096478 030098	ULT DSL	214.71	70.72	138.05	13.80	151.85	104823		
							ULT DSL	206.90 P	72.13	135.67	13.57	149.24	105401	578	12.5
							DIESEL		142.85	273.72	27.37	301.09			
							TOTAL		142.85	273.72	27.37	301.09		578	24.7
Cost Centre			2896				YEAR TO DATE		2,395.32	4,034.13	403.40	4,437.53		16733	14.3
							DIESEL		142.85	273.72	27.37	301.09			
							TOTAL		142.85	273.72	27.37	301.09		578	24.7
							YEAR TO DATE		2,395.32	4,034.13	403.40	4,437.53		16733	14.3
7050 15405338 03658 1HA0880 2913 WHITE MERCEDES SPRINT BUS	08/10/23 11/10/23 19/10/23	07:58:40 15:05:54 09:18:29	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	029408 029837 007183	ULT DSL	216.71	38.12	75.10	7.51	82.61	31480	285	13.4
							ULT DSL	215.90 P	30.23	59.34	5.93	65.27	31728	246	12.3
							ULSD G10	205.66	37.59	70.28	7.03	77.31	32054	328	11.5
							DIESEL		105.94	204.72	20.47	225.19			
Cost Centre			2913				TOTAL		105.94	204.72	20.47	225.19		859	12.3
							YEAR TO DATE		1,002.71	1,702.90	170.30	1,873.20		6027	16.6
							DIESEL		105.94	204.72	20.47	225.19			
							TOTAL		105.94	204.72	20.47	225.19		859	12.3
7050 15405338 03666 1GCK392 2943 WHITE MITSUBISHI ROSA BUS	05/10/23 09/10/23 17/10/23 24/10/23 30/10/23	15:07:28 15:10:46 14:29:41 08:59:38 14:40:11	BIBRA LAKE SPEARWOOD BALDIVIS BIBRA LAKE SPEARWOOD	WA WA WA WA WA	7451 6443 7375 7451 6443	029357 008444 018323 007245 006109	ULT DSL	216.71	38.57	75.99	7.60	83.59	117250	216	17.9
							ULT DSL	214.90 P	32.10	62.71	6.27	68.98	117384	134	24.0
							ULT DSL	204.66	65.44	121.75	12.18	133.93	117715	331	19.8
							ULT DSL	210.23	60.40	115.44	11.54	126.98	118048	331	18.2
Cost Centre			2913				ULT DSL	208.48	35.21	66.73	6.67	73.40	118231	185	19.0
							TOTAL		105.94	204.72	20.47	225.19		859	12.3
							YEAR TO DATE		1,002.71	1,702.90	170.30	1,873.20		6027	16.6
							DIESEL		105.94	204.72	20.47	225.19			

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03930 1GVVT830 2965 WHITE MITSUBISHI TRITON UTE	02/10/23 08/10/23 13/10/23 19/10/23 23/10/23 28/10/23	12:36:56 15:23:39 11:00:49 15:14:28 17:14:29 07:25:51	MANDURAH MANDURAH BIBRA LAKE NAVAL BASE BALDIVIS NAVAL BASE	WA WA WA WA WA WA	1993 1993 7451 7770 7374 7770	009890 010045 030017 041097 051723 042323	DIESEL		231.72	442.62	44.26	486.88			
							TOTAL		231.72	442.62	44.26	486.88		1197	19.4
							YEAR TO DATE		1,606.90	2,727.62	272.75	3,000.37		7513	21.4
							DIESEL		231.72	442.62	44.26	486.88			
							TOTAL		231.72	442.62	44.26	486.88		1197	19.4
							YEAR TO DATE		1,606.90	2,727.62	272.75	3,000.37		7513	21.4
							ULT DSL	214.71	61.75	120.54	12.05	132.59	126011	528	11.7
							ULT DSL	214.71	59.69	116.51	11.65	128.16	126548	535	11.2
							ULT DSL	215.90 P	63.48	124.59	12.46	137.05	127085	539	11.8
							ULT DSL	204.66	55.48	103.22	10.32	113.54	127588	503	11.0
Cost Centre 7050 15405338 03674 1EVR785 2993 WHITE MITSUBISHI ROSA BUS	03/10/23 27/10/23	08:08:41 07:58:11	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029103 031190	ULT DSL	215.90 P	62.44	122.55	12.26	134.81	127927	244	25.6
							ULT DSL	210.23	62.90	120.22	12.02	132.24	128241	314	20.0
							DIESEL		125.34	242.77	24.28	267.05			
							TOTAL		125.34	242.77	24.28	267.05		558	22.5
							YEAR TO DATE		1,702.37	2,891.99	289.20	3,181.19		7484	22.8
							DIESEL		125.34	242.77	24.28	267.05			
							TOTAL		125.34	242.77	24.28	267.05		558	22.5
							YEAR TO DATE		1,702.37	2,891.99	289.20	3,181.19		7484	22.8
							ULT DSL	215.90 P	70.58	139.53	13.95	152.38	49491		
							ULT DSL	215.90 P	74.82	146.65	14.66	161.54	15160		
Cost Centre 7050 15405338 03740 1HCL935 4255 WHITE FORD RANGER UTILITY	04/10/23 14/10/23 24/10/23	14:35:52 14:19:17 12:29:28	BIBRA LAKE FORRESTDALE BIBRA LAKE	WA WA WA	7451 8609 7451	029255 095177 007287	ULT DSL	210.23	51.24	97.93	9.79	107.72	5647		
							TOTAL		125.34	242.77	24.28	267.05		558	22.5
							YEAR TO DATE		1,702.37	2,891.99	289.20	3,181.19		7484	22.8
							DIESEL		125.34	242.77	24.28	267.05			
							TOTAL		125.34	242.77	24.28	267.05		558	22.5
							YEAR TO DATE		1,702.37	2,891.99	289.20	3,181.19		7484	22.8
							ULT DSL	215.90 P	70.58	139.53	13.95	152.38	49491		
							ULT DSL	215.90 P	74.82	146.65	14.66	161.54	15160		
							ULT DSL	210.23	51.24	97.93	9.79	107.72	5647		
							TOTAL		125.34	242.77	24.28	267.05		558	22.5
							YEAR TO DATE		1,702.37	2,891.99	289.20	3,181.19		7484	22.8

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km		
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)	
Cost Centre	13/10/23 29/10/23	12:26:16 17:11:50	BIBRA LAKE SOUTH FREMANTLE	WA WA	7451 9802	030024 016676		DIESEL	196.64	383.31	38.33	421.64					
							TOTAL	THIS PERIOD YEAR TO DATE	196.64 1,207.11	383.31 2,075.04	38.33 207.51	421.64 2,282.55		3852	31.3	59.3	
								DIESEL	196.64	383.31	38.33	421.64					
							TOTAL	THIS PERIOD YEAR TO DATE	196.64 1,207.11	383.31 2,075.04	38.33 207.51	421.64 2,282.55		3852	31.3	59.3	
								ULP UNM ULP UNM	189.20 182.08	36.05 44.82	62.01 74.19	6.20 7.42	68.21 81.61	112948 113426	351 478	10.3 9.4	19.4 17.1
								M/S	90.87	136.20	13.62	149.82					
Cost Centre	01/10/23 12/10/23 25/10/23	09:02:18 15:38:01 10:56:42	KARDINYA BIBRA LAKE BIBRA LAKE	WA WA WA	8207 7451 7451	000964 029933 031001	TOTAL	THIS PERIOD YEAR TO DATE	80.87 205.32	136.20 353.49	13.62 35.35	149.82 388.84		829 1623	9.8 12.7	18.1 24.0	
								M/S	90.87	136.20	13.62	149.82					
							TOTAL	THIS PERIOD YEAR TO DATE	80.87 831.38	136.20 1,313.60	13.62 131.37	149.82 1,444.97		829 7202	9.8 11.5	18.1 20.1	
								ULT DSL ULSD G10 ULT DSL	215.95 212.90 P 210.23	54.17 40.79 57.42	106.35 78.95 109.75	10.63 7.89 10.97	116.98 86.84 120.72	89457 90043 90408	527 586 365	10.3 7.0 15.7	22.2 14.8 33.1
								DIESEL	152.38	295.05	29.49	324.54					
							TOTAL	THIS PERIOD YEAR TO DATE	152.38 1,189.71	295.05 2,020.09	29.49 201.99	324.54 2,222.08		1478 11121	10.3 10.7	22.0 20.0	
Cost Centre	02/10/23 12/10/23	07:15:50 07:16:08	SPEARWOOD SPEARWOOD	WA WA	8443 8443	008213 008546		DIESEL	152.38	295.05	29.49	324.54					
							TOTAL	THIS PERIOD YEAR TO DATE	152.38 1,189.71	295.05 2,020.09	29.49 201.99	324.54 2,222.08		1478 11121	10.3 10.7	22.0 20.0	
								ULT DSL ULT DSL	214.71 214.90 P	45.51 47.96	88.84 93.70	8.88 9.37	97.72 103.07	107540 108215	595 675	7.6 7.1	16.4 15.3

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Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 03799 1EVGB12 5211 SILVER KIA CARNIVAL WAGON	03/10/23 25/10/23	08:22:39 08:22:03	CANNINGTON BIBRA LAKE	WA WA	6204 7451	005862 030978	DIESEL		93.47	182.54	18.25	200.79			
							TOTAL		93.47	182.54	18.25	200.79		1270	7.4
							YEAR TO DATE		955.23	1,613.09	161.31	1,774.40		9707	9.8
							DIESEL		93.47	182.54	18.25	200.79			
							TOTAL		93.47	182.54	18.25	200.79		1270	7.4
							YEAR TO DATE		955.23	1,613.09	161.31	1,774.40		9707	9.8
							ULT DSL	214.71	62.18	121.37	12.14	133.51	61431	739	8.4
							ULT DSL	210.23	62.48	119.41	11.94	131.35	62118	685	9.1
							DIESEL		124.66	240.78	24.08	264.86			
							TOTAL		124.66	240.78	24.08	264.86		1424	8.8
Cost Centre 7050 15405338 03534 1GYO868 5251 WHITE FORD TRANSIT VAN	30/09/23 14/10/23 28/10/23	16:43:29 15:25:49 14:15:51	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	006824 007100 007331	DIESEL		124.66	240.78	24.08	264.86			
							TOTAL		124.66	240.78	24.08	264.86		1424	8.8
							YEAR TO DATE		788.93	1,345.11	134.52	1,479.63		9227	8.6
							DIESEL		124.66	240.78	24.08	264.86			
							TOTAL		124.66	240.78	24.08	264.86		1424	8.8
							YEAR TO DATE		788.93	1,345.11	134.52	1,479.63		9227	8.6
							ULT DSL	215.95	59.49	116.79	11.68	128.47	7777		
							ULT DSL	215.90 P	54.29	106.55	10.66	117.21	777		
							ULT DSL	210.23	59.01	112.78	11.28	124.06	52037		
							DIESEL		172.79	336.12	33.62	369.74			
Cost Centre 7050 15405338 03890 1HGQ085 5404 WHITE VW TIGUAN WAGON	26/10/23	14:19:25	BIBRA LAKE	WA	7451	031133	TOTAL		172.79	336.12	33.62	369.74			
							YEAR TO DATE		833.85	1,492.38	149.24	1,641.62		4115	20.3
							DIESEL		172.79	336.12	33.62	369.74			
							TOTAL		172.79	336.12	33.62	369.74			
							YEAR TO DATE		833.85	1,492.38	149.24	1,641.62		4115	20.3
							BP ULT UNIM	197.14	55.55	99.55	9.96	109.51	19889	578	9.6

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6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04318 1HXK989 5424 WHITE VOLKSWAGEN T-ROC	16/10/23 24/10/23	19:33:35 15:03:04	SPEARWOOD SPEARWOOD	WA WA	6443 6443	008691 008925	M/S		55.55	99.55	9.96	109.51			
							TOTAL		55.55	99.55	9.96	109.51		578	9.6
							YEAR TO DATE		503.62	957.02	95.70	942.72		4280	11.8
							M/S		55.55	99.55	9.96	109.51			
							TOTAL		55.55	99.55	9.96	109.51		578	9.6
							YEAR TO DATE		503.62	957.02	95.70	942.72		4280	11.8
Cost Centre 7050 15405338 03559 1GZB377 5473 WHITE TOYOTA CAMRY SEDAN	08/10/23 14/10/23 20/10/23 27/10/23	10:51:51 15:19:32 13:52:16 15:27:06	COCKBURN CENTRAL BIBRA LAKE BIBRA LAKE COCKBURN CENTRAL	WA WA WA WA	7395 7451 7451 7395	039965 007099 030636 041328	U/LP 95 UNM	188.89	45.01	77.29	7.73	85.02	3949	512	8.8
							U/LP 95 UNM	188.70	38.00	65.19	6.52	71.71	4417	488	8.1
							M/S		93.01	142.48	14.25	156.73			
							TOTAL		83.01	142.48	14.25	156.73		980	8.5
							YEAR TO DATE		342.01	596.91	59.70	656.61		5294	6.5
							M/S		93.01	142.48	14.25	156.73			
Cost Centre 7050 15405338 04185 1HSD237 5494 WHITE MITSUBISHI TRITON UTE	13/10/23 24/10/23 30/10/23	10:44:54 07:23:36 15:03:25	SPEARWOOD SPEARWOOD BIBRA LAKE	WA WA WA	6443 6443 7451	008594 008910 031404	TOTAL		83.01	142.48	14.25	156.73		980	8.5
							YEAR TO DATE		342.01	596.91	59.70	656.61		5294	6.5
							M/S		93.01	142.48	14.25	156.73			
							TOTAL		83.01	142.48	14.25	156.73		980	8.5
							YEAR TO DATE		342.01	596.91	59.70	656.61		5294	6.5
							M/S		93.01	142.48	14.25	156.73			
Cost Centre 7050 15405338 04185 1HSD237 5494 WHITE MITSUBISHI TRITON UTE	13/10/23 24/10/23 30/10/23	10:44:54 07:23:36 15:03:25	SPEARWOOD SPEARWOOD BIBRA LAKE	WA WA WA	6443 6443 7451	008594 008910 031404	BP ULT UNM	207.65	45.85	86.55	8.66	95.21	80616	704	6.5
							U/LP UNM	187.70	44.76	76.37	7.64	84.01	777		13.5
							BP ULT UNM	194.89	38.17	67.63	6.76	74.39	81845		
							BP ULT UNM	197.14	46.09	82.60	8.26	90.86	86041		
							M/S		174.87	313.15	31.32	344.47			
							TOTAL		174.87	313.15	31.32	344.47		704	24.8
Cost Centre 7050 15405338 04185 1HSD237 5494 WHITE MITSUBISHI TRITON UTE	13/10/23 24/10/23 30/10/23	10:44:54 07:23:36 15:03:25	SPEARWOOD SPEARWOOD BIBRA LAKE	WA WA WA	6443 6443 7451	008594 008910 031404	YEAR TO DATE		1,275.27	2,137.36	213.73	2,351.09		16795	7.6
							M/S		174.87	313.15	31.32	344.47			
							TOTAL		174.87	313.15	31.32	344.47		704	24.8
							YEAR TO DATE		1,275.27	2,137.36	213.73	2,351.09		16795	7.6
							M/S		174.87	313.15	31.32	344.47			
							TOTAL		174.87	313.15	31.32	344.47		704	24.8
Cost Centre 7050 15405338 04185 1HSD237 5494 WHITE MITSUBISHI TRITON UTE	13/10/23 24/10/23 30/10/23	10:44:54 07:23:36 15:03:25	SPEARWOOD SPEARWOOD BIBRA LAKE	WA WA WA	6443 6443 7451	008594 008910 031404	U/LT DSL	214.80	63.93	124.60	12.49	137.39	22488	627	10.2
							U/LT DSL	208.23	63.03	119.32	11.93	131.25	23145	657	9.8
							U/LSD G10	209.46	62.47	118.95	11.90	130.85	23771	626	10.0

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km	
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)
Cost Centre			5494				DIESEL	189.43	363.17	36.32	399.49					
							TOTAL	THIS PERIOD	189.43	363.17	36.32	399.49		1910	9.9	20.9
							YEAR TO DATE	1,893.67	3,227.21	322.71	3,549.92		18245	10.4	19.5	
							DIESEL	189.43	363.17	36.32	399.49					
7050 15405338 04268 1HUL717 5504 WHITE FORD RANGER UTE	02/10/23 16/10/23	13:33:18 08:42:58	COCKBURN CENTRAL BIBRA LAKE	WA WA	7395 7451	039762 030151	TOTAL	THIS PERIOD	189.43	363.17	36.32	399.49		1910	9.9	20.9
							YEAR TO DATE	1,893.67	3,227.21	322.71	3,549.92		18245	10.4	19.5	
							ULT DSL	216.71	71.42	140.71	14.07	154.78	11871	815	8.8	19.0
							ULT DSL	206.66	74.50	139.66	14.00	153.66	12664	793	9.4	19.4
Cost Centre			5504				DIESEL	145.92	280.67	28.07	308.74					
							TOTAL	THIS PERIOD	145.92	280.67	28.07	308.74		1608	9.1	19.2
							YEAR TO DATE	1,123.18	1,919.60	191.95	2,111.55		11930	9.4	17.7	
							DIESEL	145.92	280.67	28.07	308.74					
7050 15405338 03856 1HHE012 5523 WHITE FORD RANGER UTILITY	11/10/23	08:58:56	BIBRA LAKE	WA	7451	029790	TOTAL	THIS PERIOD	145.92	280.67	28.07	308.74		1608	9.1	19.2
							YEAR TO DATE	1,123.18	1,919.60	191.95	2,111.55		11930	9.4	17.7	
							ULSD G10	212.90 P	69.26	134.05	13.40	147.45	280666			
							DIESEL	69.26	134.05	13.40	147.45					
Cost Centre			5523				TOTAL	THIS PERIOD	69.26	134.05	13.40	147.45		11163	10.6	19.6
							YEAR TO DATE	1,185.20	1,986.37	198.61	2,184.98					
							DIESEL	69.26	134.05	13.40	147.45					
							TOTAL	THIS PERIOD	69.26	134.05	13.40	147.45		11163	10.6	19.6
7050 15405338 03542 1GY2082 5542 WHITE SUBARU FORESTER WAGON	19/10/23 25/10/23	09:24:25 10:15:50	SPEARWOOD COCKBURN CENTRAL	WA WA	6443 7395	008759 041123	ULP UNM	179.83	46.44	75.92	7.59	83.51	777			
							ULP UNM	184.08	24.85	41.58	4.16	45.74	777			
							TOTAL	THIS PERIOD	1,185.20	1,986.37	198.61	2,184.98				
							YEAR TO DATE	1,185.20	1,986.37	198.61	2,184.98					

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cent/ km	
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)
Cost Centre	08/10/23	06:04:38	BIBRA LAKE	WA	7451	029390	M/S		71.29	117.50	11.75	129.25				
							TOTAL	THIS PERIOD	71.29	117.50	11.75	129.25				
							YEAR TO DATE	809.52	1,304.94	130.50	1,435.44		4425	18.3	32	
							M/S		71.29	117.50	11.75	129.25				
							TOTAL	THIS PERIOD	71.29	117.50	11.75	129.25				
							YEAR TO DATE	809.52	1,304.94	130.50	1,435.44		4425	18.3	32	
Cost Centre	03/10/23	05:07:08	BIBRA LAKE	WA	7451	031156	ULSD G10	214.90 P	25.25	49.33	4.93	54.26	21252	283	10.0	21
							DIESEL		25.25	49.33	4.93	54.26				
							TOTAL	THIS PERIOD	25.25	49.33	4.93	54.26		253	10.0	21
							YEAR TO DATE	481.77	825.85	82.57	908.42		4311	11.2	21	
							DIESEL		25.25	49.33	4.93	54.26				
							TOTAL	THIS PERIOD	25.25	49.33	4.93	54.26		253	10.0	21
7050 15405338 03690 1HBD279 5701 WHITE ISUZU D-MAX UTILITY	03/10/23	05:17:02	BIBRA LAKE	WA	7451	029073	ULSD G10	212.90 P	61.11	118.27	11.83	130.10	133636	556	11.0	23
							ULT DSL	215.90 P	26.22	51.46	5.15	56.61	133845	209	12.5	27
							ULSD G10	214.90 P	22.77	44.48	4.45	48.93	134030	185	12.3	26
							ULT DSL	216.71	22.97	45.25	4.53	49.78	132417			
							ULSD G10	214.90 P	24.88	48.61	4.86	53.47	134415			
							ULT DSL	216.71	20.40	40.19	4.02	44.21	777	1998	1.2	2
							ULSD G10	205.66	13.77	25.75	2.57	28.32	134917			
							ULT DSL	206.66	37.98	71.35	7.14	78.49	135042	125	30.4	62
							ULSD G10	205.66	37.42	69.68	7.00	76.68	135349	307	12.2	25
							ULSD G10	205.66	23.35	43.65	4.37	48.02	135551	202	11.6	23
							ULT DSL	204.66	15.70	29.21	2.92	32.13	135678	127	12.4	25
							ULT DSL	210.23	28.58	54.63	5.46	60.09	134932			
							ULSD G10	209.23	48.80	92.83	9.28	102.11	136374	1442	3.4	7
							DIESEL		383.95	735.64	73.58	809.22				
							TOTAL	THIS PERIOD	383.95	735.64	73.58	809.22		5151	7.5	15
							YEAR TO DATE	4,594.58	7,740.85	774.20	8,515.05		36568	12.6	23	

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

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Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km		
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)	
Cost Centre			5701				DIESEL		383.95	735.64	73.58	809.22					
							TOTAL	THIS PERIOD YEAR TO DATE	383.95 4,594.58	735.64 7,740.85	73.58 774.20	809.22 8,515.05		5151 36568	7.5 12.6	15.7 23.3	
7050 15405338 03809 1GZL076 5711 WHITE NISSAN QASHQAI SUV	04/10/23	05:30:25	BIBRA LAKE	WA	7451	029184	ULP UNM	182.70 P	23.21	38.55	3.85	42.40	67412				
	04/10/23	17:47:38	BIBRA LAKE	WA	7451	029276	ULP UNM	194.53	19.22	33.99	3.40	37.39	167570				
	05/10/23	05:30:54	BIBRA LAKE	WA	7451	029282	ULP UNM	194.53	14.70	26.00	2.60	28.60	167684	114	12.9	25.1	
	05/10/23	17:54:03	BIBRA LAKE	WA	7451	029377	ULP UNM	194.53	19.76	34.95	3.49	38.44	167845	161	12.3	23.9	
	06/10/23	05:24:49	BIBRA LAKE	WA	7451	029386	ULP UNM	194.53	17.92	31.69	3.17	34.86	168026	181	9.9	19.3	
	06/10/23	18:02:27	BIBRA LAKE	WA	7451	006938	ULP UNM	194.53	19.72	34.87	3.49	38.36	777				
	07/10/23	17:46:23	BIBRA LAKE	WA	7451	006960	ULP UNM	193.70 P	18.01	31.72	3.17	34.89	777				
	08/10/23	17:29:19	BIBRA LAKE	WA	7451	029535	ULP UNM	183.70 P	17.72	29.59	2.96	32.55	168406				
	09/10/23	17:33:04	BIBRA LAKE	WA	7451	029643	ULP UNM	181.70 P	22.99	37.97	3.80	41.77	168600	194	11.9	21.5	
	10/10/23	17:58:30	BIBRA LAKE	WA	7451	029745	ULP UNM	179.70 P	18.68	30.52	3.05	33.57	167653				
	11/10/23	17:32:43	BIBRA LAKE	WA	7451	029850	ULP UNM	199.20	17.12	29.45	2.94	32.39	168978				
	12/10/23	17:49:26	BIBRA LAKE	WA	7451	029945	ULP UNM	189.20	30.95	53.24	5.32	58.56	169108	230	13.5	25.5	
	13/10/23	05:45:08	BIBRA LAKE	WA	7451	007061	ULP UNM	189.20	13.39	23.03	2.30	25.33	169247	139	9.6	18.2	
	13/10/23	17:57:18	BIBRA LAKE	WA	7451	030064	ULP UNM	189.20	19.51	33.55	3.36	36.91	169142				
	16/10/23	05:41:57	BIBRA LAKE	WA	7451	030108	ULP UNM	181.83	40.60	67.11	6.71	73.82	169780	638	6.4	11.6	
	17/10/23	17:52:21	BIBRA LAKE	WA	7451	030320	ULP UNM	173.70 P	34.27	54.12	5.41	59.53	170088	308	11.1	19.3	
	18/10/23	04:15:05	SPEARWOOD	WA	6443	008718	ULP UNM	171.70 P	12.71	19.84	1.98	21.82	170169	81	15.7	26.9	
	18/10/23	17:50:09	BIBRA LAKE	WA	7451	030422	ULP UNM	181.83	21.19	35.03	3.50	38.53	170381	212	10.0	18.2	
	21/10/23	05:28:45	BIBRA LAKE	WA	7451	030664	ULP UNM	181.83	45.55	75.29	7.53	82.82	170780	399	11.4	20.8	
	23/10/23	05:35:32	BIBRA LAKE	WA	7451	007218	ULP UNM	183.70 P	29.51	49.28	4.93	54.21	171056	276	10.7	19.6	
	24/10/23	05:27:45	BIBRA LAKE	WA	7451	030831	ULP UNM	177.70 P	17.41	28.13	2.81	30.94	171238	182	9.6	17.0	
	25/10/23	05:35:24	BIBRA LAKE	WA	7451	030953	ULP UNM	173.70 P	16.82	26.68	2.66	29.22	171401	163	10.3	17.9	
	26/10/23	05:35:04	BIBRA LAKE	WA	7451	031085	ULP UNM	184.08	35.60	59.57	5.96	65.53	1712				
	28/10/23	17:39:03	BIBRA LAKE	WA	7451	031157	ULP UNM	184.08	17.01	28.46	2.85	31.31	171841				
	27/10/23	05:37:02	BIBRA LAKE	WA	7451	007295	ULP UNM	184.08	18.10	30.29	3.03	33.32	172023	182	9.9	18.3	
	29/10/23	17:18:23	COCKBURN CENTRAL	WA	7395	041428	ULP UNM	184.08	46.93	78.54	7.85	86.39	172398	375	12.5	23.0	
	30/10/23	17:13:41	COCKBURN CENTRAL	WA	7395	041505	ULP UNM	187.18	13.92	23.68	2.37	26.05	172504	106	13.1	24.6	
								M/S		622.52	1045.02	104.49	1149.51				
								TOTAL	THIS PERIOD YEAR TO DATE	622.52 3,449.30	1,045.02 5,524.44	104.49 552.42	1,149.51 6,076.86		3941 22670	15.8 15.2	29.2 26.8
	Cost Centre			5711				M/S		622.52	1045.02	104.49	1149.51				
TOTAL								THIS PERIOD YEAR TO DATE	622.52 3,449.30	1,045.02 5,524.44	104.49 552.42	1,149.51 6,076.86		3941 22670	15.8 15.2	29.2 26.8	
7050 15405338 03817 1GZL077 5721	01/10/23	17:32:16	BIBRA LAKE	WA	7451	028973	ULP UNM	188.90 P	27.75	47.65	4.77	52.42	199669				
	02/10/23	05:30:49	BIBRA LAKE	WA	7451	028978	ULP UNM	187.70 P	4.65	7.94	0.79	8.73	199864				



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Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km		
							Description	CPL Price	Litres	Total Exc GST	GST (\$)					Total Inc GST (\$)	
WHITE NISSAN QASHQAI SUV	03/10/23	03:46:01	SPEARWOOD	WA	6443	008244	ULP UNM	190.70 P	35.55	61.63	6.16	67.79	198300				
	03/10/23	17:13:21	BIBRA LAKE	WA	7451	029173	ULP UNM	182.70 P	30.87	51.27	5.13	56.40	199028				
	05/10/23	04:49:02	COCKBURN CENTRAL	WA	7395	039885	ULP UNM	194.53	30.57	54.06	5.41	59.47	199293		11.5	22.4	
	07/10/23	17:12:03	BIBRA LAKE	WA	7451	006959	ULP UNM	193.70 P	39.38	67.58	6.78	74.34	199588		295	13.0	
	08/10/23	04:49:40	COCKBURN CENTRAL	WA	7395	007280	ULP UNM	193.70 P	13.54	23.85	2.38	26.23	199783		165	8.2	
	08/10/23	17:15:15	BIBRA LAKE	WA	7451	029533	ULP UNM	193.70 P	12.54	20.95	2.09	23.04	999830				
	10/10/23	05:28:33	BIBRA LAKE	WA	7451	029853	ULP UNM	181.70 P	28.39	46.89	4.69	51.58	20083				
	10/10/23	06:53:51	SPEARWOOD	WA	6443	008461	ULP UNM	177.70 P	43.50	70.27	7.03	77.30	198600				
	10/10/23	14:54:15	BIBRA LAKE	WA	7451	007022	ULP UNM	176.70 P	16.67	27.24	2.72	29.96	200193	1593		1.0	
	11/10/23	05:21:59	BIBRA LAKE	WA	7451	029758	ULP UNM	176.70 P	16.41	26.81	2.68	29.49	200392	189		8.7	
	14/10/23	17:18:24	BIBRA LAKE	WA	7451	030084	ULP UNM	187.70 P	49.31	84.14	8.41	92.55	2009				
	18/10/23	03:57:24	COCKBURN CENTRAL	WA	7395	007833	ULP UNM	177.70 P	42.36	69.43	6.94	75.27	201334				
	20/10/23	05:37:52	BIBRA LAKE	WA	7451	030557	ULP UNM	181.83	46.61	77.05	7.70	84.75	201719	385		12.1	
	20/10/23	17:32:19	SUCCESS	WA	5992	044094	ULP UNM	179.83	10.54	17.23	1.72	18.95	201819	100		10.5	
								M/S		447.64	752.99	75.28	828.27				
							TOTAL	THIS PERIOD YEAR TO DATE		447.64	752.99	75.28	828.27		3720	12.0	22.3
										4,862.34	7,581.88	758.10	8,339.98		41291	11.8	20.2
	Cost Centre			5721				M/S		447.64	752.99	75.28	828.27				
							TOTAL	THIS PERIOD YEAR TO DATE		447.64	752.99	75.28	828.27		3720	12.0	22.3
										4,862.34	7,581.88	758.10	8,339.98		41291	11.8	20.2
	7050 15405338 03625 1GZL075 5731 WHITE NISSAN QASHQAI SUV	21/10/23	05:46:01	BIBRA LAKE	WA	7451	030666	ULP UNM	181.83	25.86	42.75	4.27	47.02	170133			
		21/10/23	16:42:05	BIBRA LAKE	WA	7451	007210	ULP UNM	181.83	19.67	32.52	3.25	35.77	777			
22/10/23		15:27:57	BIBRA LAKE	WA	7451	030709	ULP UNM	181.83	37.37	61.77	6.18	67.95	170690				
23/10/23		05:02:08	BIBRA LAKE	WA	7451	030717	ULP UNM	193.70 P	16.48	27.52	2.75	30.27	777				
23/10/23		16:05:25	SUCCESS	WA	5992	044263	ULP UNM	182.08	16.11	26.66	2.67	29.33	171027				
24/10/23		16:12:29	SPEARWOOD	WA	6443	008934	ULP UNM	173.70 P	34.75	54.87	5.49	60.36	171323				
25/10/23		05:25:57	BIBRA LAKE	WA	7451	030852	ULP UNM	173.70 P	16.60	29.37	2.94	32.31	777				
26/10/23		17:40:40	BIBRA LAKE	WA	7451	031159	ULP UNM	184.08	24.41	40.85	4.08	44.93	175704				
27/10/23		17:33:06	BIBRA LAKE	WA	7451	031268	ULP UNM	194.08	17.98	30.98	3.01	33.10	777				
28/10/23		05:45:07	SPEARWOOD	WA	6443	009037	ULP UNM	182.08	15.09	24.98	2.50	27.48	777				
28/10/23		17:42:02	BIBRA LAKE	WA	7451	007337	ULP UNM	193.70 P	14.02	23.41	2.34	25.75	172145				
29/10/23		05:12:58	SPEARWOOD	WA	6443	009055	ULP UNM	182.08	18.58	30.75	3.08	33.83	777				
30/10/23		05:19:24	COCKBURN CENTRAL	WA	7395	041439	ULP UNM	187.18	36.40	61.94	6.19	68.13	777				
30/10/23		17:38:03	BIBRA LAKE	WA	7451	031427	ULP UNM	176.70 P	16.25	26.55	2.65	29.20	172800				

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CITY OF COCKBURN
Accounts Payable (Invoice Only) PO
067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA
6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 28 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km		
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)	
Cost Centre			5731				M/S		311.57	514.03	51.40	565.43					
					TOTAL	THIS PERIOD YEAR TO DATE		311.57	514.03	51.40	565.43		296	105.3	191.0		
							5,233.32	8,236.64	823.70	9,060.34		34436	15.2	26.3			
						M/S		311.57	514.03	51.40	565.43						
							TOTAL	THIS PERIOD YEAR TO DATE		311.57	514.03	51.40	565.43		296	105.3	191.0
									5,233.32	8,236.64	823.70	9,060.34		34436	15.2	26.3	
7050 15405338 04334	30/09/23	05:34:14	BIBRA LAKE	WA	7451	028924	ULT DSL	215.95	20.02	39.30	3.93	43.23	11490	234	8.6	18.5	
1HWVC304 5742	30/09/23	17:31:36	BIBRA LAKE	WA	7451	008826	ULSD G10	214.50 P	16.13	31.45	3.15	34.60	777				
WHITE FORD RANGER	01/10/23	05:33:50	SPEARWOOD	WA	6443	008189	ULT DSL	215.95	18.13	35.59	3.56	39.15	11824				
	01/10/23	17:40:55	SPEARWOOD	WA	6443	008207	ULT DSL	215.95	13.31	26.13	2.61	28.74	11936	112	11.9	25.7	
	02/10/23	05:29:27	BIBRA LAKE	WA	7451	028977	ULT DSL	215.90 P	17.81	34.95	3.50	38.45	12143	207	8.6	18.6	
	02/10/23	17:50:36	BIBRA LAKE	WA	7451	029063	ULSD G10	212.90 P	16.11	31.18	3.12	34.30	12300	157	10.3	21.8	
	03/10/23	05:39:02	BIBRA LAKE	WA	7451	029078	ULT DSL	215.90 P	15.60	30.62	3.06	33.68	42484				
	03/10/23	17:18:06	BIBRA LAKE	WA	7451	029175	ULSD G10	212.90 P	16.24	31.43	3.14	34.57	12605				
	04/10/23	05:26:28	BIBRA LAKE	WA	7451	029193	ULT DSL	215.90 P	19.30	37.88	3.79	41.67	12832				
	04/10/23	17:35:45	BIBRA LAKE	WA	7451	029274	ULT DSL	215.90 P	17.18	33.72	3.37	37.09	1299		8.5	18.4	
	05/10/23	05:30:26	BIBRA LAKE	WA	7451	029281	ULT DSL	215.90 P	15.72	30.85	3.09	33.94	13144				
	07/10/23	05:29:43	BIBRA LAKE	WA	7451	029487	ULT DSL	216.71	21.04	41.45	4.15	45.60	13370	226	9.3	20.2	
	08/10/23	05:27:24	SPEARWOOD	WA	6443	008403	ULT DSL	214.71	17.10	33.38	3.34	36.72	13499	129	13.3	28.5	
	08/10/23	17:34:15	BIBRA LAKE	WA	7451	029537	ULT DSL	216.71	20.64	40.66	4.07	44.73	13757	258	8.0	17.3	
	09/10/23	05:28:10	BIBRA LAKE	WA	7451	029541	ULT DSL	217.90 P	16.66	33.00	3.30	36.30	13931	174	9.6	20.9	
	09/10/23	17:34:31	BIBRA LAKE	WA	7451	029644	ULSD G10	214.90 P	18.78	36.69	3.67	40.36	14026	95	19.8	42.5	
	10/10/23	05:33:02	BIBRA LAKE	WA	7451	029654	ULT DSL	217.90 P	19.61	38.85	3.88	42.73	14317	291	6.7	14.7	
	11/10/23	05:27:52	BIBRA LAKE	WA	7451	029759	ULT DSL	215.90 P	16.51	32.41	3.24	35.65	14479	162	10.2	22.0	
	11/10/23	17:41:33	BIBRA LAKE	WA	7451	029851	ULT DSL	215.90 P	19.41	38.10	3.81	41.91	14668	189	10.3	22.2	
	12/10/23	05:31:18	BIBRA LAKE	WA	7451	029854	ULSD G10	212.90 P	15.86	30.70	3.07	33.77	14848	178	8.9	18.8	
	12/10/23	17:49:58	BIBRA LAKE	WA	7451	029944	ULT DSL	215.90 P	21.04	41.30	4.13	45.43	15040	194	10.8	23.4	
	13/10/23	05:52:36	BIBRA LAKE	WA	7451	007063	ULSD G10	212.90 P	12.86	24.89	2.49	27.38	14085				
	13/10/23	17:41:39	BIBRA LAKE	WA	7451	030062	ULT DSL	215.90 P	17.41	34.17	3.42	37.59	15323	1258	1.4	3.0	
	14/10/23	05:34:16	BIBRA LAKE	WA	7451	030068	ULSD G10	212.90 P	17.06	33.02	3.30	36.32	15498	175	9.7	20.8	
	14/10/23	17:36:34	BIBRA LAKE	WA	7451	007105	ULT DSL	215.90 P	19.28	37.85	3.78	41.63	15684	186	10.4	22.4	
	15/10/23	05:23:53	COCKBURN CENTRAL	WA	7395	007525	ULT DSL	216.90 P	18.52	36.52	3.65	40.17	5028				
	15/10/23	17:30:44	COCKBURN CENTRAL	WA	7395	007554	ULT DSL	214.90 P	21.20	41.42	4.14	45.56	16071				
	16/10/23	05:30:27	SPEARWOOD	WA	6443	008658	ULT DSL	204.66	14.87	27.66	2.77	30.43	16185	114	13.0	26.7	
	16/10/23	17:35:49	BIBRA LAKE	WA	7451	030213	ULT DSL	206.66	18.46	34.68	3.47	38.15	16373	188	9.8	20.3	
	17/10/23	05:35:43	BIBRA LAKE	WA	7451	007124	ULSD G10	205.66	16.21	30.31	3.03	33.34	16502	129	12.6	25.8	
	17/10/23	17:38:48	BIBRA LAKE	WA	7451	030315	ULSD G10	205.66	16.61	36.66	3.67	40.33	16717	215	9.1	19.8	
	18/10/23	05:41:25	BIBRA LAKE	WA	7451	030335	ULSD G10	205.66	11.96	22.36	2.24	24.60	16022				
	18/10/23	17:27:54	BIBRA LAKE	WA	7451	030417	ULSD G10	205.66	17.29	32.33	3.23	35.56	17017	995	1.7	3.6	
	19/10/23	17:22:36	BIBRA LAKE	WA	7451	030545	ULSD G10	205.66	16.90	31.60	3.16	34.76	17180	163	10.4	21.3	
	20/10/23	05:25:35	BIBRA LAKE	WA	7451	030555	ULSD G10	205.66	15.23	28.47	2.85	31.32	17340	160	9.5	19.0	

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6965

CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 29 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km		
								Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)	
Cost Centre	20/10/23	17:30:59	BIBRA LAKE	WA	7451	030657		ULSD G10	205.66	18.20	34.03	3.40	37.43	17510	170	10.7	22.0	
	21/10/23	17:25:06	BIBRA LAKE	WA	7451	007213		ULSD G10	205.66	17.13	32.03	3.20	35.23	777				
	22/10/23	05:21:53	SPEARWOOD	WA	6443	008845		ULT DSL	204.66	16.27	30.27	3.03	33.30	17797				
	22/10/23	17:21:13	BIBRA LAKE	WA	7451	030712		ULSD G10	205.66	18.57	34.72	3.47	38.19	18014	217	8.6	17.6	
	23/10/23	05:21:47	SPEARWOOD	WA	6443	008873		ULT DSL	208.23	12.48	23.63	2.36	25.99	18013				
	24/10/23	05:25:31	BIBRA LAKE	WA	7451	030830		ULSD G10	209.23	25.20	47.94	4.79	52.73	18394	381	6.6	13.8	
	24/10/23	17:39:40	BIBRA LAKE	WA	7451	030929		ULT DSL	210.23	19.30	36.89	3.69	40.58	18580	186	10.4	21.8	
	25/10/23	05:12:44	BIBRA LAKE	WA	7451	030949		ULT DSL	210.23	18.55	35.45	3.55	39.00	18791	211	8.8	18.5	
	25/10/23	17:36:26	BIBRA LAKE	WA	7451	031051		ULSD G10	209.23	16.87	32.09	3.21	35.30	18938	147	11.5	24.0	
	26/10/23	05:33:40	BIBRA LAKE	WA	7451	031063		ULT DSL	210.23	21.05	40.23	4.02	44.25	19180	242	8.7	18.3	
	27/10/23	05:44:27	BIBRA LAKE	WA	7451	031172		ULT DSL	210.23	25.63	48.98	4.90	53.88	19451	271	9.5	19.9	
	28/10/23	05:31:51	BIBRA LAKE	WA	7451	031276		ULT DSL	210.23	26.63	50.90	5.09	55.99	19740	289	9.2	19.4	
	28/10/23	17:50:22	BIBRA LAKE	WA	7451	007338		ULSD G10	209.23	16.00	30.44	3.04	33.48	777				
	29/10/23	02:26:48	COCKBURN CENTRAL		7395	041404		ULT DSL	210.23	17.42	33.29	3.33	36.62	20077				
	29/10/23	17:27:42	SPEARWOOD		6443	006077		ULT DSL	208.23	15.85	30.01	3.00	33.01	20194				
	30/10/23	05:24:19	BIBRA LAKE	WA	7451	031311		ULT DSL	210.46	18.24	34.90	3.49	38.39	20491	297	6.1	12.9	
	30/10/23	17:33:30	BIBRA LAKE	WA	7451	031426		ULSD G10	209.46	17.25	32.85	3.28	36.13	20577	86	20.1	42.0	
								DIESEL		929.70	1790.23	179.03	1969.26					
								TOTAL	THIS PERIOD		929.70	1,790.23	179.03	1,969.26		9030	10.3	21.8
									YEAR TO DATE		2,074.22	3,945.93	394.60	4,340.53		16913	12.3	25.7
									DIESEL		929.70	1790.23	179.03	1969.26				
								TOTAL	THIS PERIOD		929.70	1,790.23	179.03	1,969.26		9030	10.3	21.8
									YEAR TO DATE		2,074.22	3,945.93	394.60	4,340.53		16913	12.3	25.7
7050 15405338 04326	30/09/23	17:29:48	BIBRA LAKE	WA	7451	006825		ULT DSL	215.95	28.03	55.03	5.50	60.53	7777				
1HWVC303 5752	01/10/23	05:24:29	COCKBURN CENTRAL		7395	007025		ULT DSL	215.95	16.93	33.24	3.32	36.56	14763				
WHITE FORD RANGER	01/10/23	17:05:22	COCKBURN CENTRAL	WA	7395	039715		ULT DSL	215.95	16.62	32.63	3.26	35.89	14899	136	12.2	26.4	
	02/10/23	17:34:58	BIBRA LAKE	WA	7451	029081		ULT DSL	215.90 P	25.81	50.65	5.07	55.72	15124	225	11.5	24.8	
	03/10/23	05:34:11	BIBRA LAKE	WA	7451	029075		ULT DSL	215.90 P	21.02	41.25	4.13	45.38	15348	224	9.4	20.3	
	05/10/23	17:30:06	BIBRA LAKE	WA	7451	029373		ULT DSL	216.71	18.29	36.04	3.60	39.64	15491	143	12.8	27.7	
	06/10/23	05:24:19	BIBRA LAKE	WA	7451	029385		ULT DSL	216.71	9.97	19.65	1.96	21.61	15615	124	8.0	17.4	
	08/10/23	17:41:00	BIBRA LAKE	WA	7451	006936		ULSD G10	214.90 P	23.47	45.85	4.59	50.44	777				
	07/10/23	05:26:00	SPEARWOOD		6443	006373		ULT DSL	214.71	17.16	33.50	3.35	36.85	16005				
	07/10/23	17:47:24	BIBRA LAKE	WA	7451	006962		ULT DSL	216.71	16.49	32.49	3.25	35.74	16165	160	10.3	22.3	
	08/10/23	05:33:04	SPEARWOOD		6443	008406		ULT DSL	214.71	16.84	32.87	3.29	36.16	16325	160	10.5	22.6	
	08/10/23	17:31:55	BIBRA LAKE	WA	7451	029536		ULT DSL	216.71	10.56	20.81	2.08	22.89	16434	109	9.7	21.0	
	09/10/23	04:57:46	COCKBURN CENTRAL		7395	007300		ULT DSL	219.84	15.52	30.87	3.09	33.96	16635	201	7.7	16.9	
	10/10/23	05:27:29	BIBRA LAKE	WA	7451	029652		ULT DSL	217.90 P	13.22	26.19	2.62	28.81	16795	160	8.3	18.0	
	11/10/23	05:07:36	BIBRA LAKE	WA	7451	029756		ULT DSL	215.90 P	16.33	32.05	3.21	35.26	16977	182	9.0	19.4	
	12/10/23	05:36:28	BIBRA LAKE	WA	7451	029855		ULT DSL	215.90 P	45.61	89.52	8.95	98.47	17422	445	10.2	22.1	
	12/10/23	17:30:22	BIBRA LAKE	WA	7451	029941		ULT DSL	215.90 P	21.61	42.42	4.24	46.66	17641	219	9.9	21.3	

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 30 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km		
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)					Total Inc GST (\$)	
7050 15405338 04201 1HA0515 5781 WHITE NISSAN QASHQAI WAGON	13/10/23	05:46:16	BIBRA LAKE	WA	7451	007062	ULT DSL	215.90 P	12.34	24.22	2.42	26.64	17773	132	9.3	20.2	
	14/10/23	05:46:17	BIBRA LAKE	WA	7451	030069	ULT DSL	215.90 P	17.58	34.51	3.45	37.96	17943	170	10.3	22.3	
	14/10/23	17:18:53	BIBRA LAKE	WA	7451	007104	ULT DSL	215.90 P	20.69	40.61	4.06	44.67	777				
	15/10/23	17:48:02	SPEARWOOD	WA	8443	008952	ULT DSL	212.90 P	36.56	70.76	7.08	77.84	18541				
	16/10/23	05:37:39	BIBRA LAKE	WA	7451	030107	ULT DSL	206.66	11.08	20.82	2.08	22.90	18658	117	9.5	19.6	
	16/10/23	17:37:51	BIBRA LAKE	WA	7451	030214	ULT DSL	206.66	20.55	38.61	3.86	42.47	18872	214	9.8	19.5	
	17/10/23	05:40:08	BIBRA LAKE	WA	7451	007125	ULT DSL	206.66	12.62	23.71	2.37	26.08	18985	113	11.2	23.1	
	17/10/23	17:42:48	BIBRA LAKE	WA	7451	007143	ULSD G10	205.66	21.28	39.78	3.98	43.76	19205	220	9.7	19.9	
	18/10/23	05:35:52	BIBRA LAKE	WA	7451	030333	ULSD G10	205.66	16.51	30.86	3.09	33.95	19347	142	11.6	23.9	
	18/10/23	17:28:59	BIBRA LAKE	WA	7451	030419	ULSD G10	205.66	16.15	30.19	3.02	33.21	19581	234	6.9	14.2	
	19/10/23	05:32:57	BIBRA LAKE	WA	7451	030437	ULSD G10	205.66	14.46	27.04	2.70	29.74	19665	84	17.2	35.4	
	19/10/23	17:24:18	BIBRA LAKE	WA	7451	030546	ULSD G10	205.66	17.26	32.27	3.23	35.50	19833	168	10.3	21.1	
	20/10/23	17:16:46	BIBRA LAKE	WA	7451	030655	ULSD G10	205.66	15.69	29.32	2.93	32.25	2110000				
	21/10/23	05:35:17	BIBRA LAKE	WA	7451	030665	ULSD G10	205.66	18.86	35.26	3.53	38.79	20174				
	21/10/23	17:37:04	BIBRA LAKE	WA	7451	007214	ULSD G10	205.66	18.08	33.80	3.38	37.18	20931	757	2.4	4.9	
	22/10/23	16:55:07	SPEARWOOD	WA	8443	008888	ULT DSL	204.66	17.79	33.10	3.31	36.41	2531				
	24/10/23	16:59:12	BIBRA LAKE	WA	7451	030925	ULT DSL	210.23	25.30	48.35	4.84	53.19	2850	319	7.9	16.7	
	25/10/23	17:47:35	BIBRA LAKE	WA	7451	031053	ULT DSL	210.23	21.08	40.29	4.03	44.32	21027				
	26/10/23	05:34:20	BIBRA LAKE	WA	7451	031064	ULT DSL	210.23	16.11	30.79	3.08	33.87	2119				
	26/10/23	17:39:34	BIBRA LAKE	WA	7451	031158	ULT DSL	210.23	14.51	27.74	2.77	30.51	21335				
	27/10/23	05:25:16	BIBRA LAKE	WA	7451	031163	ULT DSL	210.23	17.24	32.95	3.29	36.24	21509	174	9.9	20.8	
	27/10/23	17:33:57	BIBRA LAKE	WA	7451	031269	ULT DSL	210.23	13.42	25.65	2.56	28.21	21624	115	11.7	24.5	
	28/10/23	05:27:36	BIBRA LAKE	WA	7451	031275	ULT DSL	210.23	19.79	37.83	3.78	41.61	777				
	29/10/23	04:57:30	COCKBURN CENTRAL	WA	7395	041405	ULT DSL	210.23	20.30	38.80	3.88	42.68	22075				
								DIESEL		768.72	1482.32	148.23	1630.55				
								TOTAL	THIS PERIOD	768.72	1,482.32	148.23	1,630.55		5447	14.1	29.5
									YEAR TO DATE	2,242.62	4,224.57	422.42	4,646.99		16389	13.7	28.4
	Cost Centre			5752					DIESEL	768.72	1482.32	148.23	1630.55				
								TOTAL	THIS PERIOD	768.72	1,482.32	148.23	1,630.55		5447	14.1	29.5
									YEAR TO DATE	2,242.62	4,224.57	422.42	4,646.99		16389	13.7	28.4
01/10/23	05:10:40	SPEARWOOD	WA	8443	008188		ULP UNM	191.90 P	30.47	53.15	5.32	58.47	219300				
07/10/23	05:09:35	BIBRA LAKE	WA	7451	026486		ULP UNM	194.53	37.53	66.37	6.64	73.01	219675	375	10.0	19.5	
09/10/23	05:24:32	BIBRA LAKE	WA	7451	026539		ULP UNM	183.70 P	23.99	40.06	4.01	44.07	219855	180	13.3	24.5	
10/10/23	17:13:34	BIBRA LAKE	WA	7451	026739		ULP UNM	179.70 P	22.68	37.05	3.71	40.76	220043	188	12.1	21.7	
14/10/23	17:21:30	BIBRA LAKE	WA	7451	030085		ULP UNM	187.70 P	14.00	23.69	2.39	26.28	777				
14/10/23	23:18:59	SPEARWOOD	WA	8443	008930		ULP UNM	182.70 P	53.50	88.85	8.89	97.74	777				
18/10/23	17:32:31	BIBRA LAKE	WA	7451	030419		ULP UNM	181.83	10.73	17.74	1.77	19.51	220234				
19/10/23	00:13:20	COCKBURN CENTRAL	WA	7395	007676		ULP UNM	181.83	12.47	20.61	2.06	22.67	220324	90	13.9	25.2	
21/10/23	05:24:22	BIBRA LAKE	WA	7451	030662		ULP UNM	181.83	12.88	21.29	2.13	23.42	220645	321	4.0	7.3	
21/10/23	16:49:10	BIBRA LAKE	WA	7451	007212		ULP UNM	181.83	12.19	20.15	2.02	22.17	777				

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 31 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre	29/10/23	05:30:01	SPEARWOOD	WA 6443	009056		ULP UNM	182.08	31.22	51.68	5.17	56.85	220863		
	30/10/23	05:22:16	BIBRA LAKE	WA 7451	031310		ULP UNM	183.70 P	15.42	25.75	2.58	28.33	20988		
							M/S		277.08	466.59	46.69	513.28			
							TOTAL		277.08	466.59	46.69	513.28		1154	24.0
							THIS PERIOD		4,772.00	7,499.67	749.97	8,249.64	41764	11.4	19.8
							YEAR TO DATE								
Cost Centre	11/10/23	12:34:19	SOUTH FREMANTLE	WA 9802	016249		ULP DSL	216.84	57.47	113.29	11.33	124.62	36073	740	7.8
							DIESEL		57.47	113.29	11.33	124.62			
							TOTAL		57.47	113.29	11.33	124.62		740	7.8
							THIS PERIOD		642.74	1,100.56	110.05	1,210.61	3092	20.8	16.8
							YEAR TO DATE								
Cost Centre	17/10/23	19:41:47	COCKBURN CENTRAL	WA 7395	007627		ULP DSL	206.66	52.73	99.06	9.91	108.97	777		
							DIESEL		52.73	99.06	9.91	108.97			
							TOTAL		52.73	99.06	9.91	108.97		407	35.6
							THIS PERIOD		144.69	250.73	25.08	275.81			67.8
							YEAR TO DATE								
Cost Centre	12/10/23	08:51:29	NAVAL BASE	WA 7770	015942		ULP UNM	187.20	36.91	62.82	6.28	69.10	47761	531	7.0
							DIESEL		52.73	99.06	9.91	108.97			
							TOTAL		52.73	99.06	9.91	108.97		407	35.6
							THIS PERIOD		144.69	250.73	25.08	275.81			67.8
							YEAR TO DATE								

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 32 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre			6911				M/G		36.91	62.82	6.28	69.10			
							TOTAL		36.91	62.82	6.28	69.10		531	7.0
							YEAR TO DATE		439.87	698.59	69.86	768.45		4490	9.8
							M/G		36.91	62.82	6.28	69.10			
							TOTAL		36.91	62.82	6.28	69.10		531	7.0
							YEAR TO DATE		439.87	698.59	69.86	768.45		4490	9.8
7050 15405338 00787 1DMM806 7602 WHITE ISUZU TRUCK	08/10/23 12/10/23 18/10/23 28/10/23 29/10/23	17:09:56 18:47:56 21:34:14 20:33:27 17:45:43	SUCCESS SUCCESS COCKBURN CENTRAL SUCCESS COCKBURN CENTRAL	WA WA WA WA WA	5992 5992 7395 5992 7395	005279 021799 007872 044456 041431	ULT DSL	214.71	30.99	60.49	6.05	66.54	2		
							ULT DSL	216.84	41.36	81.53	8.15	89.68	777		
							ULSD G10	205.66	20.07	37.53	3.75	41.28	52404		
							ULT DSL	208.23	40.31	76.31	7.63	83.94	777		
Cost Centre			7602				ULSD G10	209.23	50.80	96.63	9.66	106.29	52524		
							DIESEL		183.53	352.49	35.24	387.73			
							TOTAL		183.53	352.49	35.24	387.73			
							YEAR TO DATE		1,183.80	2,053.23	205.30	2,258.53		1277	92.7
							DIESEL		183.53	352.49	35.24	387.73			
							TOTAL		183.53	352.49	35.24	387.73			
							YEAR TO DATE		1,183.80	2,053.23	205.30	2,258.53		1277	92.7
7050 15405338 03757 1HDS430 7922 WHITE FORD RANGER UTILITY	03/10/23 19/10/23	10:22:43 11:54:42	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	029121 030501	ULT DSL	215.90 P	64.45	126.50	12.65	139.15	56604	9.4	20.4
							ULSD G10	205.66	62.32	116.52	11.65	128.17	57267	9.4	19.3
							DIESEL		126.77	243.02	24.30	267.32			
							TOTAL		126.77	243.02	24.30	267.32		1346	9.4
Cost Centre			7922				YEAR TO DATE		1,229.01	2,095.28	209.54	2,293.82		10856	11.3
							DIESEL		126.77	243.02	24.30	267.32			
							TOTAL		126.77	243.02	24.30	267.32		1346	9.4
							YEAR TO DATE		1,229.01	2,095.28	209.54	2,293.82		10856	11.3
7050 15405338 02692 1GJT235 7951 WHITE HYUNDAI I30 HATCH	13/10/23	13:27:16	BIBRA LAKE	WA	7451	030037	ULT DSL	215.90 P	48.34	90.95	9.10	100.05	92313	700	6.8
															14.3

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Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 33 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)			
Cost Centre 7050 15405338 04243 1HTF631 7962 WHITE FORD RANGER UTILITY	09/10/23 31/10/23	11:31:55 07:21:26	BIBRA LAKE COCKBURN CENTRAL	WA WA	7451 7395	006980 041545	DIESEL		46.34	90.95	9.10	100.05			
							TOTAL		46.34	90.95	9.10	100.05		700	6.6
							YEAR TO DATE		836.13	1,424.75	142.48	1,567.23		11686	7.2
							DIESEL		46.34	90.95	9.10	100.05			
							TOTAL		46.34	90.95	9.10	100.05		700	6.6
							YEAR TO DATE		836.13	1,424.75	142.48	1,567.23		11686	7.2
							ULT DSL	217.90 P	59.87	118.60	11.86	130.46	7578	656	9.1
							ULT DSL	210.46	65.63	125.57	12.56	138.13	8259	681	9.6
							DIESEL		125.50	244.17	24.42	268.59			
							TOTAL		125.50	244.17	24.42	268.59		1337	9.4
Cost Centre 7050 15405338 02801 1GIR690 7961 WHITE MITSUBISHI TRITON UTE	10/10/23 20/10/23	09:34:37 09:08:36	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	007009 007181	YEAR TO DATE		825.15	1,417.83	141.80	1,559.63		6393	12.9
							DIESEL		125.50	244.17	24.42	268.59			
							TOTAL		125.50	244.17	24.42	268.59		1337	9.4
							YEAR TO DATE		825.15	1,417.83	141.80	1,559.63		6393	12.9
							ULSD G10	212.90 P	34.34	66.46	6.65	73.11	40900	390	8.8
							ULSD G10	205.66	38.86	72.65	7.27	79.92	41275	375	10.4
							DIESEL		73.20	139.11	13.92	153.03			
							TOTAL		73.20	139.11	13.92	153.03		765	9.6
							YEAR TO DATE		644.73	1,109.69	110.98	1,220.67		4900	13.2
							DIESEL		73.20	139.11	13.92	153.03			
Cost Centre 7050 15405338 04294 1HGW537 8206886 WHITE MITSUBISHI OUTLANDER	09/10/23	12:59:29	BIBRA LAKE	WA	7451	029599	YEAR TO DATE		644.73	1,109.69	110.98	1,220.67		4900	13.2
							DIESEL		73.20	139.11	13.92	153.03			
							TOTAL		73.20	139.11	13.92	153.03		765	9.6
							YEAR TO DATE		644.73	1,109.69	110.98	1,220.67		4900	13.2
							ULP UNM	181.70 P	57.26	94.58	9.46	104.04	15315		

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CITY OF COCKBURN

Account Number: **0050188034**
Period Starting: **01/10/2023**

Customer Number: **0115405338**
Period Ending: **31/10/2023**

Page: 34 of 34
Date: 31/10/2023

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service						Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								Description	CPL Price	Litres	Total Exc GST (\$)	GST (\$)	Total Inc GST (\$)				
Cost Centre	13/10/23	17:12:35	COCKBURN CENTRAL	WA	7395	007475		M/G	57.26	94.58	9.46	104.04					
							TOTAL	THIS PERIOD	57.26	94.58	9.46	104.04					
							YEAR TO DATE	820.06	1,303.09	130.31	1,433.40		4716	17.4	30.4		
								M/G	57.26	94.58	9.46	104.04					
7050 15405338 04300 1HUA435 8718100 WHITE ISUZU MUX	13/10/23	17:12:35	COCKBURN CENTRAL	WA	7395	007475	TOTAL	THIS PERIOD	57.26	94.58	9.46	104.04					
							YEAR TO DATE	1,041.02	1,639.23	163.92	1,803.15		5862	17.8	30.8		
								ULT DSL	216.90 P	40.98	80.81	8.08	88.89	14409	438	9.4	20.3
								DIESEL	40.98	80.81	8.08	88.89					
Cost Centre	13/10/23	17:12:35	COCKBURN CENTRAL	WA	7395	007475	TOTAL	THIS PERIOD	40.98	80.81	8.08	88.89		438	9.4	20.3	
							YEAR TO DATE	590.13	1,011.14	101.13	1,112.27		4567	12.9	24.4		
								DIESEL	40.98	80.81	8.08	88.89					
							TOTAL	THIS PERIOD	40.98	80.81	8.08	88.89		438	9.4	20.3	
8718100	13/10/23	17:12:35	COCKBURN CENTRAL	WA	7395	007475		YEAR TO DATE	590.13	1,011.14	101.13	1,112.27		4567	12.9	24.4	
								DIESEL	40.98	80.81	8.08	88.89					
								DIESEL	12339.80	23730.50	2373.09	26103.59					
								M/G	2889.27	4847.26	484.73	5331.99					
CUSTOMER TOTAL	13/10/23	17:12:35	COCKBURN CENTRAL	WA	7395	007475	GRAND TOTAL	THIS PERIOD	15,209.07	28,577.76	2,857.82	31,435.58		127682	11.9	24.6	
							YEAR TO DATE	143,379.81	240,468.21	24,046.86	264,515.07		1190245	12.0	22.2		

14.2.2 Monthly Financial Report - October 2023

Executive A/Chief Financial Officer

Author A/Head of Finance

Attachments 1. Monthly Financial Report October 2023 [↓](#)

RECOMMENDATION

That Council:

- (1) ADOPTS the Monthly Financial Report containing the Statement of Financial Activity and other financial information for the month of October 2023, as attached to the Agenda.

Background

Local Government (Financial Management) Regulations 1996 prescribe 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:

1. Details of the composition of the closing net current assets (less restricted and committed assets)
2. Explanation for each material variance identified between year to date (YTD) budgets and actuals
3. 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 two 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 or type, statutory program, or business unit.

The City has chosen to report the information according to nature or type and its organisational business structure.

Local Government (Financial Management) Regulations 1996 - Regulation 34 (5) states "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, 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 variances within monthly financial reporting.

The materiality threshold has been set by Council at \$300,000 for the 2023-24 financial year (FY24).

Detailed analysis of budget variances is an ongoing exercise, with necessary budget amendments either submitted for Council approval through the Expenditure Review Committee or included in the City's mid-year budget review required by legislation.

Submission

N/A

Report

The attached Monthly Financial Report for October 2023 has been prepared in accordance with the Local Government Act and the associated Financial Management Regulations.

This was reviewed by management, with the following commentary addressing key financial results and the City's budgetary performance to the end of the month.

Statement of Financial Position

Due to amendments to the *Local Government (Financial Management) Regulations 1996*, Regulation 35 (1) requires the City to now include a Statement of Financial Position each month in the financial report.

This shows the City's financial position at the end of the month, compared to the end of the previous financial year. Net assets total \$1.893 billion at the end of the month (\$1.802 billion end of June), mainly increasing due to the levying of the annual rates.

The previous financial year figures are not yet final as they are subject to audit completion.

Opening Surplus

The current opening surplus of \$9.79 million is \$0.97 million under the amended budget of \$10.76 million. These include the \$8.76 million municipal funding for the City's carry forward projects (adopted by Council in August).

With end of financial year processing and audit still to be finalised, the opening surplus is subject to further adjustment, which will also determine any needed adjustment to the carry forward municipal funding requirement.

Closing Surplus

The City's YTD closing surplus to the end of October was \$94.02 million, versus a YTD budget of \$86.41 million.

This represents a favourable variance of \$7.61 million, inclusive of variances across the FY24 operating and capital budgets reported in the following sections.

The full year surplus is currently budgeted at \$448,710, increased from Council's adopted budget surplus of \$262,844. This fluctuates throughout the year due to various budget amendments adopted by Council (e.g., Expenditure Review Committee recommendations and the statutory mid-year budget review).

Operating Revenue

Operating revenue of \$149.97 million was \$3.50 million ahead of YTD budget for October.

The following table summarises the operating revenue budget performance by nature:

Revenue from operating activities	Amended		YTD Actual \$	YTD Variance \$
	Full Year Budget \$	YTD Budget \$		
Rates	125,200,000	124,590,000	124,670,100	80,100
Specified Area Rates	555,000	544,095	586,466	42,371
Operating Grants, Subsidies, Contributions	10,735,707	3,854,956	3,716,755	(138,201)
Fees and Charges	38,827,375	14,826,877	17,090,707	2,263,830
Service charges	500,000	0	0	0
Interest Earnings	8,530,280	2,877,350	3,768,239	890,889
Fair value adjustments to financial assets	7,372	0	0	0
Profit/(Loss) Asset Sale	1,277,988	(214,640)	141,561	356,201
Total	185,633,722	146,478,638	149,973,828	3,495,190

Material variances identified in the City's operating revenue were identified as follows:

- Fees and charges (\$2.26 million over YTD budget):
 - Waste services continues to receive landfill fees higher than YTD budget by \$1.35 million as the City has gained a new customer (City of Kalamunda). This extra revenue will be addressed at mid-year budget review.
 - Lease revenue received from commercial properties and Coogee Caravan Park is \$0.35 million higher than YTD budget.
- Interest Earnings (\$0.89 million over YTD budget) due to stronger returns on the City's term deposits portfolio and successful investment strategy.

Operating Expenditure

Operating expenditure to the end of October of \$58.88 million was under YTD budget by \$4.63 million.

The following table summarises the operating expenditure budget variance performance by nature:

Expenditure from Operating Activities	Amended		YTD Actual \$	YTD Variance \$
	Full Year Budget \$	YTD Budget \$		
Employee costs	78,340,050	24,001,837	21,983,124	(2,018,713)
Materials & Contracts	55,678,661	17,747,198	14,286,669	(3,460,529)
Utility charges	6,318,958	2,090,387	2,047,541	(42,846)
Depreciation/Amortisation	42,037,630	13,480,238	13,310,411	(169,827)
Interest/Finance Costs	400,883	444	3,905	3,461
Insurance expenses	2,197,970	2,197,970	2,348,504	150,534
Other expenditure	11,404,389	4,000,128	4,904,247	904,119
Total	196,378,541	63,518,202	58,884,401	(4,633,801)

Significant variances identified in the City's operating expenditure were identified as follows:

- Employee Costs (\$2.02 million under YTD budget):
 - Salary and wages were generally under budget across the organisation, especially the Operations & Maintenance Business Unit at \$0.45 million under YTD budget. The Enterprise Agreement (EA) is now registered with the WA Industrial Relations Commission and all backpays and bonuses will be paid in November.
- Materials and contracts were \$3.46 million under YTD budget:
 - Election/postal voting expenses had not come in October, causing \$0.43 million budget variance (timing issue).
 - Cockburn Blue Innovation Hub has had no expenditure incurred to date, \$0.62 million against its YTD budget.
 - General underspend within the Waste Services Business Unit \$0.75 million under YTD budget, with \$0.41 million underspent across its operational projects.
 - General underspend across Sustainability and Environment operational projects \$0.65 million behind its YTD budget.
- Other expenditure was \$0.90 million over YTD budget mainly due to the overspend in landfill levy by \$1.10 million, which is expected due to higher landfill fees received this year. It will be addressed at mid-year budget review.

Capital Expenditure

Council adopted a capital works program of \$43.87 million in the FY24 annual budget, that is now \$78.52 million following the addition of carry forwards adopted by Council in August.

The City has spent \$9.33 million on its capital program to the end of October, representing an underspend of \$2.93 million against YTD budget.

The following table shows the budget performance by asset class:

Capital Acquisitions	Amended		YTD Actual \$	YTD Variance \$
	Budget \$	YTD Budget \$		
Buildings	18,038,697	2,715,175	2,167,931	(547,244)
Furniture & Equipment	540,000	40,000	0	(40,000)
Plant and Equipment	14,580,030	1,325,122	670,069	(655,053)
Information Technology	5,093,293	733,091	409,274	(323,817)
Infrastructure - Roads	12,465,559	2,319,331	2,113,383	(205,948)
Infrastructure - Drainage	7,140,337	986,368	375,761	(610,607)
Infrastructure - Footpath	2,827,324	462,606	550,750	88,144
Infrastructure - Parks hard	9,779,659	2,169,952	1,224,444	(945,508)
Infrastructure - Landscaping	1,258,180	388,150	258,458	(129,692)
Infrastructure - Landfill site	3,012,853	728,611	1,503,737	775,126
Infrastructure - Marina	1,505,782	117,851	46,525	(71,326)
Infrastructure - Coastal	2,277,873	277,634	14,025	(263,609)
Total	78,519,586	12,263,892	9,334,357	(2,929,535)

- Building construction had a net budget variance of \$0.55 million under YTD due to several projects having not yet commenced or having minimal expenditure (timing issues). This variance comprises the following more significant ones:
 - Malabar Park BMX Facility - Design - \$159K under YTD budget (minimal spending)
 - Omeo Port Coogee Southern Amenities - \$170K under YTD budget (minimal spending).
- Plant and Equipment purchases were \$0.66 million under YTD due to long lead times in securing stock.
- Information Technology was underspent by \$0.32 million as several projects have not commenced.
- Drainage construction was \$0.61 million under YTD budget, with the most significant variance due to the underspend in the Stratton Street Upgrade, \$230k (minimal spending).
- Parks hard infrastructure was \$0.95 million under YTD budget due to a general underspend across the program, with the most significant variance being the reserve upgrade at Yandjet Park, Yangebup for \$141k (minimal spending).

- Landfill infrastructure is overspent by \$0.78 million against YTD budget due to extra costs incurred at the Stage 1 Enabling Works Henderson Redevelopment. This will also be addressed at mid-year budget review.

Non-Operating Grants, Subsidies and Contributions

The City's budget for capital grants and contributions is a net \$11.89 million. This includes \$13.91 million in funding to be received, less an outgoing contribution of \$2.02 million to the State Government for underground power in South Lake.

Non-operating revenue of \$0.42 million was recognised to the end of October, \$0.97 million under YTD budget (only a timing issue).

Financial Reserves

A detailed schedule of the City's financial reserves is included in the financial report, showing a balance of \$223.38 million held at the end of October (\$222.33 million last month).

Council funded reserves made up \$193.03 million of the balance, \$13.10 million for restricted and legislated purposes, and another \$17.25 million for developer contribution plans.

Transfers in and out of financial reserves are made in accordance with budgetary requirements.

Cash and Financial Assets

The City's closing cash and financial assets investment holding at month's end totalled \$277.81 million (up from \$276.35 million last month).

This balance included financial assets (term deposits and investments) of \$266.83 million, and cash and cash equivalent holdings (cash at bank and at call deposits) of \$10.98 million.

\$227.24 million of these funds were internally and externally restricted, representing the City's financial reserves and liability for bonds and deposits held.

The remaining \$50.57 million represented unrestricted municipal funds for the City's operating activities and liabilities.

Investment Performance, Ratings and Maturity

The City's term deposit portfolio running yield has jumped to an annualised 4.68 percent as of 31 October (up from 4.49 percent last month and 4.38 percent the month before).

For the first time since last year, the portfolio running yield outperformed the City's KPI target rate of 4.60 percent (cash rate of 4.10 percent plus 0.50 percent performance margin).

New investments placed during the month were at rates ranging between 5.25 and 5.49 percent over various durations.

Current term deposit investments are fully compliant with Council's Investment Policy requirements, as indicated below:

Investment Policy Compliance		
Legislative Requirements	✓	Fully compliant
Portfolio Credit Rating Limit	✓	Fully compliant
Institutional Exposure Limits	✓	Fully compliant
Term to Maturity Limits	✓	Fully compliant

The portfolio also includes several reverse mortgage securities purchased under previous policy and statutory provisions.

These have a face value of \$2.407 million and market value of \$1.568 million, although the City currently carries them at a book value of \$0.83 million (net of a \$1.575 million impairment provision made several years ago).

The City continues receiving interest and capital payments, with \$0.593 million returned to date of the original \$3.0 million invested.

The City's investments were held with the following financial institutions as at 31 October (inclusive of accrued interest):

Issuer	Market Value	% Total Value
AMP Bank Ltd	9,155,217.91	3.37%
Auswide Bank Limited	8,218,641.08	3.02%
Bank of Queensland Ltd	35,825,894.79	13.19%
Commonwealth Bank of Australia Ltd	90,294,310.98	33.23%
Credit Union Australia Ltd t/as Great Southern Bank	32,691,306.82	12.03%
Defence Bank Ltd	15,457,274.00	5.69%
Emerald Reverse Mortgage Trust	1,561,938.01	0.57%
Heritage and People's Choice Limited t/as People's Choice Credit Union	5,577,704.12	2.05%
ING Bank Australia Limited	22,617,257.96	8.32%
Macquarie Bank	0.01	0.00%
MyState Bank Ltd	1,551,595.89	0.57%
National Australia Bank Ltd	13,096,927.11	4.82%
Suncorp-Metway Ltd	10,579,871.78	3.89%
Westpac Banking Corporation Ltd	25,074,716.17	9.23%
Portfolio Total	271,702,656.62	100.00%

The City's short-term deposits (less than 12 months) made up 78.54 percent (\$213.38 million) of the City's portfolio, compared to 83.82 percent (\$226.15 million) last month.

These were classified under the following credit ratings:

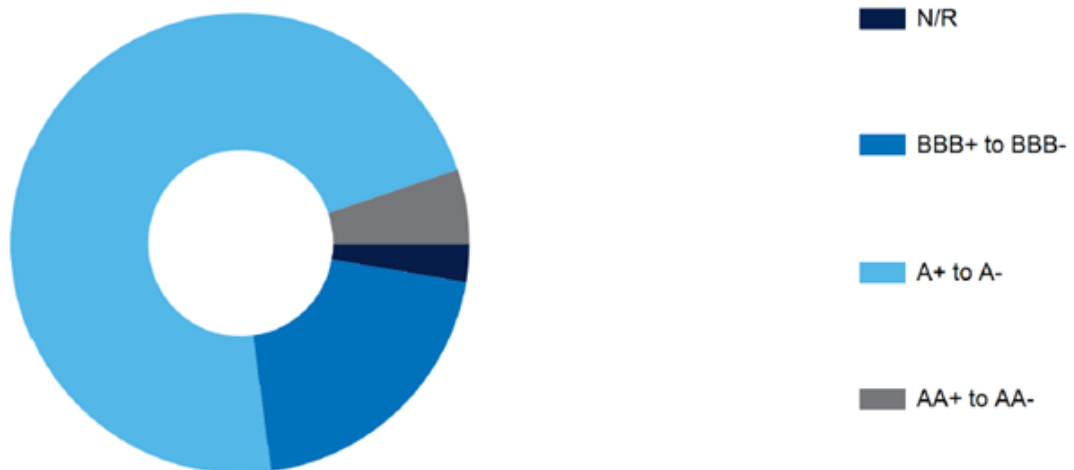
Market Value by Security Rating Group (Short Term)



Deposits invested between 1 and 3 years made up 21.46 percent (\$58.32 million) of the City's portfolio, compared to 16.18 percent (\$43.67 million) last month.

These were classified under following credit ratings:

Market Value by Security Rating Group (Long Term)



Investment in Fossil Fuel Free Banks

At month end, the City held \$74.91 million (27.90 percent) of its investment portfolio with banks considered non-funders of fossil fuel related industries (\$82.90 million or 31.1 percent last month).

The amount invested with fossil fuel free banks fluctuates depending on the competitiveness of deposit rates being offered and the capacity of fossil fuel free banks to accept funds.

The City will always endeavour to preference a fossil fuel free investment, given a similar deposit rate.

Rates Debt Recovery

The collectible rates and charges for 2023-24 (comprising arrears, annual levies, and part year rating) totals \$150.05 million.

To the end of October, the City had collected \$90.28 million (60.17 percent), leaving a balance outstanding of \$59.77 million (39.83 percent). Prepayment of rates totalling \$0.77 million has also been received and will be applied to future year's rates accounts.

This year, underground power charges totalling \$3.075 million were raised against affected properties in South Lake, able to be paid either in full or over a ten-year payment plan.

To the end of October, the City had received full payment from 27.5 percent of these properties, exceeding conservative estimates for 10 percent.

The latest forecasting indicates the City is likely to collect between 40 and 50 percent of total charges in year one, with the balance being collected over the remaining nine years of the payment plan.

In terms of overdue and delinquent rates accounts under formal or legal debt recovery processes, the City had 57 properties owing a total of \$0.46 million in combined rates and legal fees (down from 65 properties owing \$0.52 million last month).

Given the size of the City's ratepayer base (around 53,000 properties), this reflects the City's effective processes in controlling and managing overdue rates accounts.

Formal debt recovery activities are commenced when ratepayers have overdue rates and have not committed to instalment or other payment arrangements, or sought relief under the City's Financial Hardship Policy.

Trade and Sundry Debtors

The City had \$2.84 million in outstanding trade and sundry debtors to the end of October (\$2.26 million last month).

Those debts overdue by more than 90 days made up \$312k or 10.98 percent of total debts outstanding (\$276k or 12.24 percent last month).

The 90-day debtors included lease monies owed by naval base tenants totalling \$158k.

Strategic Plans/Policy Implications

Listening & Leading

A community focused, sustainable, accountable and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

Budget amendments are initially referred to Council's Expenditure Review Committee for recommendation to Council. Changes adopted by Council at its September meeting have been included in this monthly financial report.

Council's adopted budget surplus for FY24 of \$262,844 has since increased to \$448,710 due to Council decisions made to the end of October 2023.

These budget surplus changes are listed at Note 8 in the financial report.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

It is important that Council reviews the performance of its adopted budget each month for revenue, expenditure, and the closing financial position.

This enables it to be informed on and identify any potential financial risks.

Advice to Proponent(s)/Submitters

N/A

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

Nil

CITY OF COCKBURN**MONTHLY FINANCIAL REPORT**
(Containing the Statement of Financial Activity)
For the Period Ended 31 October 2023**LOCAL GOVERNMENT ACT 1995**
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996**TABLE OF CONTENTS**

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2023

SUMMARY INFORMATION

Funding surplus / (deficit) Components

Funding surplus / (deficit)				
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$10.76 M	\$10.76 M	\$9.79 M	(\$0.97 M)
Closing	\$0.45 M	\$86.41 M	\$94.02 M	\$7.61 M
Refer to Statement of Financial Activity				

Cash and financial assets		
	\$277.81 M	% of total
Unrestricted Cash	\$50.57 M	18.2%
Restricted Cash	\$227.24 M	81.8%
Refer to Note 2 - Cash and Financial Assets		

Key Operating Activities

Amount attributable to operating activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$30.81 M	\$96.78 M	\$107.55 M	\$10.77 M
Refer to Statement of Financial Activity			

Employee Cost		
YTD Actual	(\$21.98 M)	% Variance
YTD Budget	(\$24.00 M)	(8.4%)
Refer to Statement of Financial Activity		

Rates Revenue		
YTD Actual	\$125.26 M	% Variance
YTD Budget	\$125.13 M	0.0%
Refer to Statement of Financial Activity		

Fees and Charges		
YTD Actual	\$17.09 M	% Variance
YTD Budget	\$14.83 M	15.3%
Refer to Statement of Financial Activity		

Materials & Contracts		
YTD Actual	(\$14.29 M)	% Variance
YTD Budget	(\$17.75 M)	(19.5%)
Refer to Statement of Financial Activity		

Key Investing Activities

Amount attributable to investing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$64.35 M)	(\$13.65 M)	(\$9.61 M)	\$4.04 M
Refer to Statement of Financial Activity			

Proceeds on sale		
YTD Actual	\$0.14 M	%
Amended Budget	\$2.28 M	6.2%
Refer to Note 3 - Disposal of Assets		

Asset Acquisition		
YTD Actual	\$9.33 M	% Spent
Amended Budget	\$78.52 M	11.9%
Refer to Note 4 - Capital Acquisition		

Capital Grants		
YTD Actual	\$0.42 M	% Received
Amended Budget	(\$11.89 M)	(3.5%)
Refer to Note 4 - Capital Acquisition		

Key Financing Activities

Amount attributable to financing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$23.23 M	(\$7.48 M)	(\$13.70 M)	(\$6.23 M)
Refer to Statement of Financial Activity			

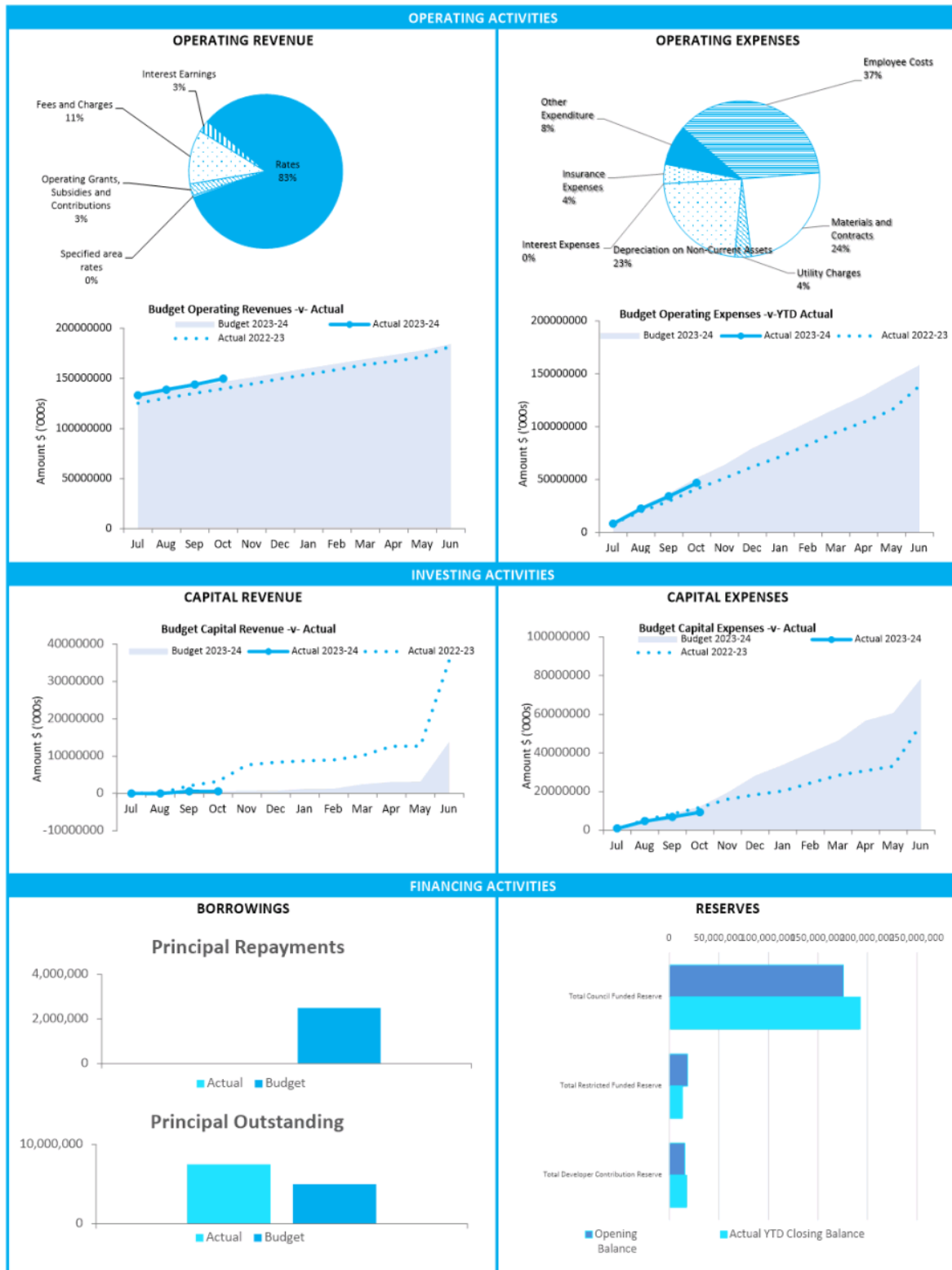
Borrowings	
Principal repayments	\$0.00 M
Interest expense	\$0.00 M
Principal due	\$7.50 M
Refer to Note 5 - Borrowings	

Reserves	
Reserves balance	\$223.38 M
Interest earned	\$0.30 M
Refer to Note 6 - Cash Reserves	

This information is to be read in conjunction with the accompanying Financial Statements and notes.

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2023**

SUMMARY INFORMATION - GRAPHS



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023**

BY NATURE OR TYPE

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	10,759,609	10,759,609	9,786,932	(972,677)	(9.04%)	▼
Revenue from operating activities							
Rates		125,200,000	124,590,000	124,670,100	80,100	0.06%	
Specified area rates		555,000	544,095	586,466	42,371	7.79%	
Operating grants, subsidies and contributions		10,735,707	3,854,956	3,716,755	(138,201)	(3.59%)	
Fees and charges		38,827,375	14,826,877	17,090,707	2,263,830	15.27%	▲
Service charges		500,000	0	0	0	0.00%	
Interest earnings		8,530,280	2,877,350	3,768,239	890,889	30.96%	▲
Fair value adjustments to financial assets at fair value through profit or loss		7,372	0	0	0	0.00%	
Profit/(loss) on disposal of assets		1,277,988	(214,640)	141,561	356,201	(165.95%)	
		185,633,722	146,478,638	149,973,828	3,495,190	2.39%	
Expenditure from operating activities							
Employee costs		(78,340,050)	(24,001,837)	(21,983,124)	2,018,713	8.41%	▲
Materials and contracts		(55,678,661)	(17,747,198)	(14,286,669)	3,460,529	19.50%	▲
Utility charges		(6,318,958)	(2,090,387)	(2,047,541)	42,846	2.05%	
Depreciation on non-current assets		(42,037,630)	(13,480,238)	(13,310,411)	169,827	1.26%	
Interest expenses		(400,883)	(444)	(3,905)	(3,461)	(779.50%)	
Insurance expenses		(2,197,970)	(2,197,970)	(2,348,504)	(150,534)	(6.85%)	
Other expenditure		(11,404,389)	(4,000,128)	(4,904,247)	(904,119)	(22.60%)	▼
		(196,378,541)	(63,518,202)	(58,884,401)	4,633,801	7.30%	
Non-cash amounts excluded from operating activities	1(a)	41,554,454	13,815,878	16,458,124	2,642,246	19.12%	▲
Amount attributable to operating activities		30,809,635	96,776,314	107,547,551	10,771,237		
Investing activities							
Proceeds from non-operating grants, subsidies and contributions		11,888,885	(1,387,057)	(418,319)	968,738	(69.84%)	
Proceeds from disposal of assets	3	2,284,908	0	141,561	141,561	0.00%	
Payments for property, plant and equipment and infrastructure	4	(78,519,586)	(12,263,892)	(9,334,357)	2,929,535	23.89%	▲
Amount attributable to investing activities		(64,345,793)	(13,650,949)	(9,611,115)	4,039,834		
Financing Activities							
Transfer from reserves	6	61,264,022	13,073,462	9,464,614	(3,608,849)	(27.60%)	▼
Repayment of debentures	5	(2,500,000)	0	0	0	0.00%	
Transfer to reserves	6	(35,538,763)	(20,550,109)	(23,169,281)	(2,619,172)	(12.75%)	▼
Amount attributable to financing activities		23,225,259	(7,476,647)	(13,704,667)	(6,228,021)		
Closing funding surplus / (deficit)	1(c)	448,710	86,408,327	94,018,701	7,610,374		

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.

Refer to Note 9 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 31 OCTOBER 2023**

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refers to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of identifiable non financial assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

REVENUE FROM CONTRACTS WITH CUSTOMERS

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

FEES AND CHARGES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES

Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995*. *Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

PROFIT ON ASSET DISPOSAL

Excess of assets received over the net book value for assets on their disposal.

EXPENSES

EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023**

STATUTORY REPORTING BY BUSINESS UNIT

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	10,759,609	10,759,609	9,786,932	(972,677)	(9.04%)	▼
Revenue from operating activities							
Office of the CEO		0	0	0	0	0.00%	
Governance, Risk & Compliance		9,025	551	2,537	1,986	360.44%	
Finance		136,036,112	128,448,622	129,296,256	847,634	0.66%	▲
Library & Cultural Services		329,060	75,183	38,813	(36,370)	(48.38%)	
Recreation Infrastructure & Services		15,175,970	5,107,423	5,329,179	221,756	4.34%	
Community Development & Services		8,026,036	3,157,300	3,041,608	(115,692)	(3.66%)	
Community Safety & Ranger Services		1,430,960	423,363	482,986	59,623	14.08%	
Development Assessment & Compliance		3,321,485	1,385,234	1,460,876	75,642	5.46%	
Planning		203,200	0	6,567	6,567	0.00%	
Sustainability & Environment		737,053	254,165	413,257	159,092	62.59%	
Operations & Maintenance		14,646,300	5,945,866	7,678,555	1,732,689	29.14%	▲
Projects		0	0	1,612	1,612	0.00%	
Property & Assets		4,014,311	1,581,931	2,098,587	516,656	32.66%	▲
Business & Economic Development		1,407,209	0	0	0	0.00%	
People Experience		297,000	99,000	117,305	18,305	18.49%	
		185,633,721	146,478,638	149,973,825	3,495,187		
Expenditure from operating activities							
Executive Support		(3,546,431)	(1,161,208)	(1,081,495)	79,713	6.86%	
Corporate Strategy		(682,670)	(309,446)	(113,696)	195,750	63.26%	
Governance, Risk & Compliance		(2,677,961)	(1,141,697)	(479,258)	662,439	58.02%	▲
Finance		(6,700,186)	(3,545,257)	(3,630,767)	(85,510)	(2.41%)	
Information & Technology		(9,199,210)	(4,145,254)	(4,115,959)	29,295	0.71%	
Procurement		(1,032,909)	(318,920)	(249,905)	69,015	21.64%	
Library & Cultural Services		(7,637,496)	(2,248,588)	(2,368,141)	(119,553)	(5.32%)	
Recreation Infrastructure & Services		(17,349,859)	(5,440,108)	(4,967,072)	473,036	8.70%	▲
Community Development & Services		(13,609,810)	(4,340,735)	(3,791,943)	548,792	12.64%	▲
Community Safety & Ranger Services		(7,109,352)	(2,066,170)	(1,815,137)	251,033	12.15%	
Development Assessment & Compliance		(7,176,450)	(2,192,550)	(1,813,647)	378,903	17.28%	▲
Planning		(3,746,797)	(1,083,661)	(1,063,489)	20,172	1.86%	
Sustainability & Environment		(4,665,405)	(1,548,044)	(921,595)	626,449	40.47%	▲
Operations & Maintenance		(85,802,736)	(26,470,337)	(26,300,526)	169,811	0.64%	
Projects		(1,427,877)	(322,755)	(150,930)	171,825	53.24%	
Property & Assets		(13,312,762)	(3,818,075)	(3,443,832)	374,243	9.80%	▲
Stakeholder Management		(1,309,903)	(427,803)	(338,554)	89,249	20.86%	
Communications & Marketing		(2,048,258)	(579,482)	(541,974)	37,508	6.47%	
Customer Experience		(1,489,144)	(449,956)	(387,821)	62,135	13.81%	
Business & Economic Development		(2,287,833)	(894,356)	(334,514)	559,842	62.60%	▲
People Experience		(3,942,960)	(1,249,794)	(1,247,257)	2,537	0.20%	
Transformation, Culture & Innovation		(1,027,095)	(315,308)	(174,849)	140,459	44.55%	
Internal Recharging		1,404,560	551,303	447,957	(103,346)	18.75%	
		(196,378,544)	(63,518,201)	(58,884,404)	4,633,797		
Non-cash amounts excluded from operating activities	1(a)	41,554,454	13,815,878	16,458,124	2,642,246	19.12%	▲
Amount attributable to operating activities		30,809,631	96,776,315	107,547,545	10,771,230		
Investing Activities							
Proceeds from non-operating grants, subsidies and contributions		11,888,885	(1,387,057)	(418,319)	968,738	(69.84%)	
Proceeds from disposal of assets	3	2,284,908	0	141,561	141,561	0.00%	
Payments for property, plant and equipment and infrastructure	4	(78,519,586)	(12,263,892)	(9,334,357)	2,929,535	23.89%	▲
Amount attributable to investing activities		(64,345,793)	(13,650,949)	(9,611,115)	4,039,834		
Financing Activities							
Transfer from reserves	6	61,264,022	13,073,462	9,464,614	(3,608,849)	(27.60%)	▼
Repayment of debentures	5	(2,500,000)	0	0	0	0.00%	
Transfer to reserves	6	(35,538,763)	(20,550,109)	(23,169,281)	(2,619,172)	(12.75%)	▼
Amount attributable to financing activities		23,225,259	(7,476,647)	(13,704,667)	(6,228,021)		
Closing funding surplus / (deficit)	1(c)	448,710	86,408,327	94,018,701			

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 9 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2023-24 year is \$300,000 or 0.00% whichever is the greater.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2023**

STATEMENT OF FINANCIAL POSITION

	Year to Date 31 October 2023	Last Year Closing 30 June 2023
	\$	\$
Current Assets		
Cash and cash equivalents	10,975,810	13,592,531
Financial assets	210,000,000	183,000,000
Trade and other receivables	73,602,382	16,386,312
Inventories	21,955	27,313
Total Current Assets	294,600,147	213,006,156
Non-Current Assets		
Trade and other receivables	(5,430)	1,362,704
Other financial assets	56,995,633	38,512,037
Property, plant and equipment	406,862,625	406,497,056
Infrastructure	1,232,433,588	1,236,775,214
Total Non-Current Assets	1,696,286,416	1,683,147,011
Total Assets	1,990,886,563	1,896,153,167
Current Liabilities		
Trade and other payables	21,203,741	20,009,067
Other liabilities	2,206,528	1,211,129
Lease liabilities	104,531	100,625
Borrowings	2,500,000	2,500,000
Employee related provisions	9,413,922	9,313,188
Total Current Liabilities	35,428,722	33,134,009
Non-Current Liabilities		
Other liabilities	18,290,338	16,764,058
Borrowings	5,000,000	5,000,000
Employee related provisions	1,839,523	1,598,227
Other provisions	37,764,565	37,764,565
Total Non-Current Liabilities	62,894,426	61,126,850
Total Liabilities	98,323,148	94,260,859
Net Assets	1,892,563,415	1,801,892,308
Equity		
Retained surplus	685,787,075	608,820,635
Reserve accounts	223,382,984	209,678,314
Revaluation surplus	983,393,355	983,393,355
Total Equity	1,892,563,415	1,801,892,308

This statement is to be read in conjunction with the accompanying notes.

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2023**

BASIS OF PREPARATION

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996*, Regulation 34. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads* paragraph 15 and *AASB 116 Property, Plant and Equipment* paragraph 7.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 October 2023

SIGNIFICANT ACCOUNTING POLICIES

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023**

**NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION**

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

	Notes	Amended Budget	YTD Budget (a)	YTD Actual (b)
Non-cash items excluded from operating activities				
		\$	\$	\$
Adjustments to operating activities				
Less: (Profit)/loss on asset disposals	3	(1,277,988)	335,640	(141,561)
Less: Movement in liabilities associated with restricted cash		802,184	0	1,675,938
Less: Financial assets at fair value through profit and loss		(7,372)	0	3,906
Less: Movement in other liabilities		0	0	36,419
Movement in accrued UGP debtors (non-current)		0	0	1,331,715
Movement in employee benefit provisions (non-current)		0	0	241,296
Add: Depreciation on assets		42,037,630	13,480,238	13,310,411
Total non-cash items excluded from operating activities		41,554,454	13,815,878	16,458,124

(b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

		Last Year Closing 30 June 2023	This Time Last Year 31 October 2022	Year to Date 31 October 2023
Adjustments to net current assets				
Less: Reserves - restricted cash	6	(209,678,316)	(178,823,503)	(223,382,983)
Less: Bonds & deposits		(3,840,400)	(4,019,219)	(3,859,561)
Add: Borrowings	5	2,500,000	3,538,461	2,500,000
Add: Lease liabilities		100,625	114,651	104,531
Add: Financial assets at amortised cost - non-current	2	38,349,058	155,694,517	56,832,654
Total adjustments to net current assets		(172,569,033)	(23,495,093)	(167,805,359)
Cash and cash equivalents	2	13,592,531	11,903,916	10,975,810
Financial assets at amortised cost	2	183,000,000	96,700,000	210,000,000
Rates receivables		1,923,204	46,940,197	59,453,532
Receivables		8,823,405	7,907,919	10,417,967
Other current assets		5,667,016	3,459,532	3,752,838
Less: Current liabilities				
Payables		(17,525,249)	(17,468,384)	(18,551,104)
Borrowings	5	(2,500,000)	(3,538,461)	(2,500,000)
Contract liabilities	7	(1,211,129)	(5,944,667)	(2,206,528)
Lease liabilities		(100,625)	(114,651)	(104,531)
Provisions	7	(9,313,188)	(8,883,205)	(9,413,922)
Less: Total adjustments to net current assets	1(b)	(172,569,033)	(23,495,093)	(167,805,359)
Closing funding surplus / (deficit)		9,786,932	107,467,096	94,018,701

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

OPERATING ACTIVITIES
NOTE 2
CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted	Restricted	Total Cash	Institution
		\$	\$	\$	
Cash on hand					
Cash at bank	Cash and cash equivalents	3,872,808	0	3,872,808	NATIONAL AUSTRALIA BANK
Cash on hand	Cash and cash equivalents	103,002	0	103,002	
Term deposits - current	Cash and cash equivalents	7,000,000		7,000,000	NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	0	13,200,000	13,200,000	BANK OF QUEENSLAND
Term deposits - current	Financial assets at amortised cost	25,090,110	63,709,890	88,800,000	COMMONWEALTH BANK
Term deposits - current	Financial assets at amortised cost	0	3,000,000	3,000,000	ING BANK
Term deposits - current	Financial assets at amortised cost	0	8,000,000	8,000,000	AUSWIDE BANK
Term deposits - current	Financial assets at amortised cost	0	22,000,000	22,000,000	WESTPAC
Term deposits - current	Financial assets at amortised cost	0	13,000,000	13,000,000	NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	0	10,500,000	10,500,000	SUNCORP
Term deposits - current	Financial assets at amortised cost	0	32,000,000	32,000,000	CREDIT UNION AUSTRALIA
Term deposits - current	Financial assets at amortised cost	0	5,000,000	5,000,000	DEFENCE BANK
Term deposits - current	Financial assets at amortised cost	0	7,500,000	7,500,000	AMP
Term deposits - current	Financial assets at amortised cost	0	1,500,000	1,500,000	MYSTATE BANK
Term deposits - current	Financial assets at amortised cost	0	5,500,000	5,500,000	HERITAGE
Other investment - non current	Financial assets at amortised cost	0	832,654	832,654	BARCLAYS BANK
Other investment - non current	Financial assets at amortised cost	0	22,000,000	22,000,000	BANK OF QUEENSLAND
Other investment - non current	Financial assets at amortised cost	0	10,000,000	10,000,000	DEFENCE BANK
Other investment - non current	Financial assets at amortised cost	0	3,000,000	3,000,000	WESTPAC
Other investment - non current	Financial assets at amortised cost	0	1,500,000	1,500,000	AMP
Other investment - non current	Financial assets at amortised cost	14,500,000	5,000,000	19,500,000	ING BANK
Total		50,565,920	227,242,544	277,808,464	
Comprising		Unrestricted	Restricted	Total Cash	
		\$	\$	\$	
Cash and cash equivalents		10,975,810	0	10,975,810	
Financial assets at amortised cost		39,590,110	227,242,544	266,832,654	
		50,565,920	227,242,544	277,808,464	

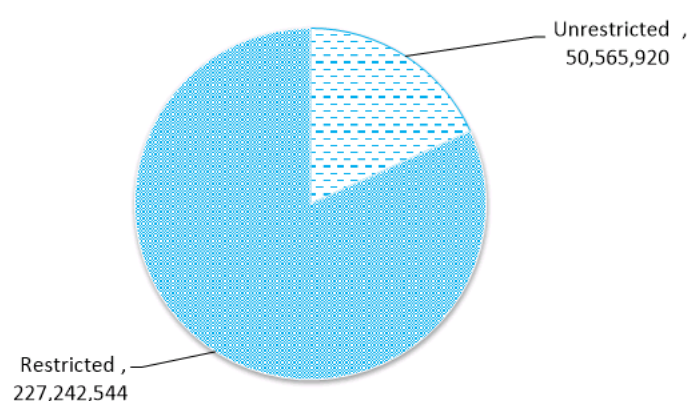
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

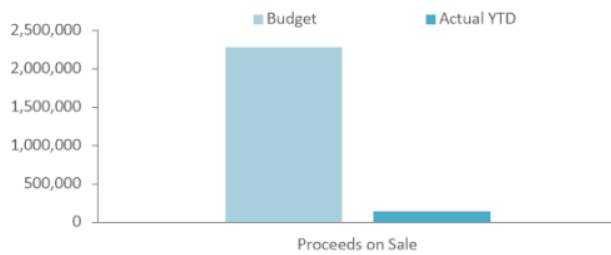
Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

OPERATING ACTIVITIES
NOTE 3
DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Plant and equipment								
		1,006,920	2,284,908	1,277,988	0	0	141,561	141,561	0
		1,006,920	2,284,908	1,277,988	0	0	141,561	141,561	0



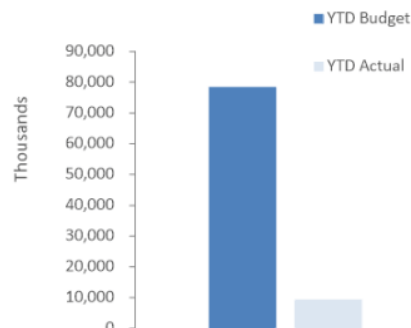
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023**

**INVESTING ACTIVITIES
NOTE 4
CAPITAL ACQUISITIONS**

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Buildings	18,038,697	2,715,175	2,167,931	(547,244)
Furniture and equipment	540,000	40,000	0	(40,000)
Plant and equipment	14,580,030	1,325,122	670,069	(655,053)
Information technology	5,093,293	733,091	409,274	(323,817)
Infrastructure - roads	12,465,559	2,319,331	2,113,383	(205,948)
Infrastructure - drainage	7,140,337	986,368	375,761	(610,607)
Infrastructure - footpath	2,827,324	462,606	550,750	88,144
Infrastructure - parks hard	9,779,659	2,169,952	1,224,444	(945,508)
Infrastructure - parks landscaping	1,258,180	388,150	258,458	(129,692)
Infrastructure - landfill site	3,012,853	728,611	1,503,737	775,126
Infrastructure - marina	1,505,782	117,851	46,525	(71,326)
Infrastructure - coastal	2,277,873	277,634	14,025	(263,609)
Payments for Capital Acquisitions	78,519,586	12,263,892	9,334,357	(2,929,535)
Total Capital Acquisitions	78,519,586	12,263,892	9,334,357	(2,929,535)
Capital Acquisitions Funded By:				
	\$	\$	\$	\$
Capital grants and contributions	(11,888,885)	1,387,057	418,319	(968,738)
Other (disposals & C/Fwd)	(2,284,908)	0	(141,561)	(141,561)
Cash backed reserves				
Plant & Vehicle Replacement	(9,573,096)	(692,122)	(117,214)	574,908
Information Technology	(405,000)	0	0	0
Waste & Recycling	(4,195,357)	(728,345)	(829,754)	(101,410)
Land Development and Investment Fund	(2,020,796)	(290)	(13,617)	(13,326)
Roads & Drainage Infrastructure	(3,963,214)	0	0	0
Community Infrastructure	(3,954,883)	(40,008)	(124,282)	(84,274)
Port Coogee Special Maintenance - SAR	(280,000)	(70,000)	(14,025)	55,975
Community Surveillance	(684,250)	0	0	0
Waste Collection	(918,000)	0	0	0
CIHCF Building Maintenance	(563,013)	0	(12,465)	(12,465)
Cockburn ARC Building Maintenance	(1,920,000)	(190,108)	0	190,108
Carry Forward Projects	(16,525,372)	(2,918,277)	(1,308,529)	1,609,747
Port Coogee Marina Assets Replacement	(578,470)	0	(21,200)	(21,200)
Port Coogee Waterways - WEMP	(344,600)	0	0	0
Contribution - operations	(18,419,742)	(9,011,799)	(7,170,028)	1,841,771
Capital funding total	(78,519,586)	(12,263,892)	(9,334,357)	2,929,535

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

FINANCING ACTIVITIES

NOTE 5

BORROWINGS

Repayments - borrowings

Information on borrowings		1 July 2023	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	Loan No.		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
Recreation and culture										
To assist fund the Cockburn Central West development	8	7,500,000	0	0	0	2,500,000	7,500,000	5,000,000	0	350,000
C/Fwd Balance		7,500,000	0	0	0	2,500,000	7,500,000	5,000,000	0	350,000
Total		7,500,000	0	0	0	2,500,000	7,500,000	5,000,000	0	350,000
Current borrowings		3,226,983					2,500,000			
Non-current borrowings		4,273,017					5,000,000			
		7,500,000					7,500,000			

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

OPERATING ACTIVITIES

NOTE 6

CASH RESERVES

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Council Funded									
Staff Payments & Entitlements	1,762,036	0	0	0	0	(41,475)	0	1,720,561	1,762,036
Plant & Vehicle Replacement	12,489,426	0	0	3,085,500	3,042,131	(9,573,096)	(117,214)	6,001,830	15,414,342
Information Technology	3,147,908	0	0	1,500,000	1,500,000	(405,000)	0	4,242,908	4,647,908
Major Building Refurbishment	20,348,071	0	0	1,500,000	1,500,000	0	0	21,848,071	21,848,071
Waste & Recycling	17,965,167	0	0	3,822,443	0	(4,275,357)	(829,754)	17,512,253	17,135,413
Land Development and Investment Fund	4,041,642	0	0	500,000	0	(4,848,590)	(987,598)	(306,948)	3,054,045
Roads & Drainage Infrastructure	16,796,728	0	0	3,061,211	2,500,000	(4,057,870)	787	15,800,069	19,297,514
Naval Base Shacks	1,291,186	0	0	150,000	0	0	0	1,441,186	1,291,186
Community Infrastructure	39,902,481	0	0	0	0	(4,044,351)	(124,282)	35,858,130	39,778,199
Insurance	2,109,607	0	0	0	0	0	0	2,109,607	2,109,607
Greenhouse Action Fund	1,108,938	0	0	200,000	200,000	0	0	1,308,938	1,308,938
HWRP Post Closure Management & Contan	4,871,959	0	0	2,000,000	0	(360,000)	0	6,511,959	4,871,959
Municipal Elections	301,420	0	0	150,000	150,000	(300,000)	0	151,420	451,420
Community Surveillance	936,514	0	0	300,000	300,000	(1,067,894)	(36,678)	168,620	1,199,836
Waste Collection	9,920,005	0	0	2,000,000	0	(1,165,500)	0	10,754,505	9,920,005
Environmental Offset	248,759	0	0	0	0	0	0	248,759	248,759
Bibra Lake Management Plan	15,267	0	0	0	0	0	0	15,267	15,267
CIHCF Building Maintenance	12,119,211	0	0	1,000,000	606,189	(563,013)	(12,465)	12,556,198	12,712,936
Cockburn ARC Building Maintenance	8,175,048	0	0	1,500,000	1,500,000	(1,920,000)	0	7,755,048	9,675,048
Carry Forward Projects	15,701,407	0	0	8,759,609	8,759,609	(17,712,587)	(1,298,346)	6,748,429	23,162,670
Port Coogee Marina Assets Replacement	2,298,541	0	0	300,000	0	(578,470)	(21,200)	2,020,071	2,277,341
Coogee Beach Foreshore Management	118,334	0	1,886	1,000,000	730,253	0	0	1,118,334	850,473
Total Council Funded Reserve	175,669,657	0	1,886	30,828,763	20,788,182	(50,913,203)	(3,426,751)	155,585,217	193,032,973

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

OPERATING ACTIVITIES

NOTE 6

CASH RESERVES

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Restricted Funded									
Aged and Disabled Asset Replacement	476,874	0	5,260	0	0	0	0	476,874	482,135
Welfare Projects Employee Entitlements	858,114	0	5,440	0	0	(20,629)	0	837,485	863,553
Port Coogee Special Maintenance - SAR	2,119,576	0	25,840	400,000	422,122	(531,681)	(196,914)	1,987,895	2,370,624
Port Coogee Waterways - SAR	307,267	0	4,837	100,000	108,681	0	0	407,267	420,784
Family Day Care Accumulation Fund	(0)	0	33	0	0	0	0	(0)	33
Naval Base Shack Removal	881,216	0	9,720	50,000	0	(20,000)	0	911,216	890,936
Restricted Grants & Contributions	7,448,742	0	0	0	0	(5,954,745)	(5,831,608)	1,493,998	1,617,135
Public Open Space - Various	5,172,673	0	55,161	0	0	0	0	5,172,673	5,227,834
Port Coogee Waterways - WEMP	1,042,500	0	12,084	0	0	(498,626)	0	543,874	1,054,584
Cockburn Coast SAR	124,974	0	1,763	55,000	52,335	(22,323)	(9,340)	157,651	169,732
Total Restricted Funded Reserve	18,431,937	0	120,137	605,000	583,137	(7,048,003)	(6,037,862)	11,988,933	13,097,349
Developer Contribution Plans									
Community Infrastructure (DCA 13)	924,399	0	31,036	3,000,000	928,084	(2,925,602)	0	998,797	1,883,519
Developer Contribution Plans - Various	14,652,324	0	147,821	1,105,000	568,998	(377,214)	0	15,380,110	15,369,142
Total Developer Contribution Reserve	15,576,723	0	178,857	4,105,000	1,497,082	(3,302,816)	0	16,378,907	17,252,662
Total Cash Reserve	209,678,316	0	300,880	35,538,763	22,868,401	(61,264,022)	(9,464,614)	183,953,057	223,382,983

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

OPERATING ACTIVITIES
NOTE 7
OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2023	Liability Increase	Liability Reduction	Closing Balance 31 October 2023
		\$	\$	\$	\$
Contract liabilities					
Unspent grants, contributions and reimbursements - non-operating		1,211,129	995,399	0	2,206,528
Total unspent grants, contributions and reimbursements		1,211,129	995,399	0	2,206,528
Provisions					
Annual leave		4,643,393	18,802,671	(18,701,937)	4,744,127
Long service leave		4,669,795	0	0	4,669,795
Total Provisions		9,313,188	18,802,671	(18,701,937)	9,413,922
Total other current assets		10,524,317	19,798,070	(18,701,937)	11,620,450
Amounts shown above include GST (where applicable)					

KEY INFORMATION

Provisions

Provisions are recognised when the City has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee benefits

Short-term employee benefits

Provision is made for the City's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The City's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The City's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The City's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the City does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the City are recognised as a liability until such time as the City satisfies its obligations under the agreement.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023**

**NOTE 8
BUDGET AMENDMENTS**

Amendments to original budget since budget adoption. Surplus/(Deficit)

Project/ Activity	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
	Budget adoption						262,844
Various	Expenditure Review Committee July 2023	OCM 10/08/2023				(106,226)	156,618
OP4111	Coogee Golf Complex flora and fauna study	OCM 10/08/2023				(125,000)	31,618
CW7768	Increase expenditure to purchase landfill compactor	OCM 14/09/2023	Capital Expenses			(195,000)	(163,382)
CW7768	Increase funding from reserve to purchase landfill compactor	OCM 14/09/2023	Transfer from Reserve		195,000		31,618
Various	Expenditure Review Committee September 2023	OCM 05/10/2023			417,092		448,710
	Increase funding from Carry Forward Reserve to fund						
CW4712	Cockburn BMX project at Malabar Park	OCM 10/08/2023	Transfer from Reserve		3,000,000		3,448,710
	Increase external funding from CSRFF to fund Cockburn BMX						
CW4712	project at Malabar Park	OCM 10/08/2023	Capital Revenue		100,000		3,548,710
	Increase funding from Contaminated Sites & HWRP Reserve						
CW4712	to fund Cockburn BMX project at Malabar Park	OCM 10/08/2023	Transfer from Reserve		300,000		3,848,710
CW4712	Increase funding from Community Infrastructure Reserve to fu	OCM 10/08/2023	Transfer from Reserve		1,900,000		5,748,710
	Increase expenditure to construct Cockburn BMX at Malabar						
CW4712	Park	OCM 10/08/2023	Capital Expenses			(5,300,000)	448,710
				0	5,912,092	(5,726,226)	

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023**

**NOTE 9
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.

The material variance adopted by Council for the 2023-24 year is \$300,000 or 0.00% whichever is the greater.

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
Revenue from operating activities				
Operations & Maintenance	1,732,689	29.14%	▲ Timing	Revenue brought forward
Expenditure from operating activities				
Community Development & Services	548,792	12.64%	▲ Timing	Expenditure brought forward
Development Assessment & Compliance	378,903	17.28%	▲ Timing	Expenditure brought forward
Property & Assets	374,243	9.80%	▲ Timing	Expenditure brought forward
Business & Economic Development	559,842	62.60%	▲ Timing	Expenditure brought forward
Investing activities				
Payments for property, plant and equipment and infrastructure	2,929,535	23.89%	▲ Timing	Expenditure brought forward
Financing activities				
Transfer from reserves	(3,608,849)	(27.60%)	▼ Timing	Expenditure brought forward

14.3 Operations

14.3.1 Permanent Road Closure Portion Road Reserve Corner Signal Terrace and Points Way, Cockburn Central

Executive A/Chief Operations Officer
Author Senior Property Services Officer
Attachments N/A

RECOMMENDATION

That Council:

- (1) SUPPORTS the proposal for the State of Western Australia to transfer their ownership (closure) of the portion of road reserve located at the corner of Signal Terrace and Points Way, Cockburn Central for amalgamation with the adjacent property situated at 28 Signal Terrace, Cockburn Central and identified as Lot 11 on DP57003.

Background

The subject portion of road reserve is situated at the corner of Signal Terrace and Points Way, Cockburn Central and consists of a transformer pad mount road reserve insert, an area of 17.5m².

SKS Cockburn Central Pty Ltd will be developing the site consisting of a Mixed-Use Development (DA23/0135), the design of which will incorporate a Western Power transformer pad mount within the development site.

The portion of land is required to be closed as an option per DA Condition 25 of the City of Cockburn approved DA Reference number: DA23/0135.

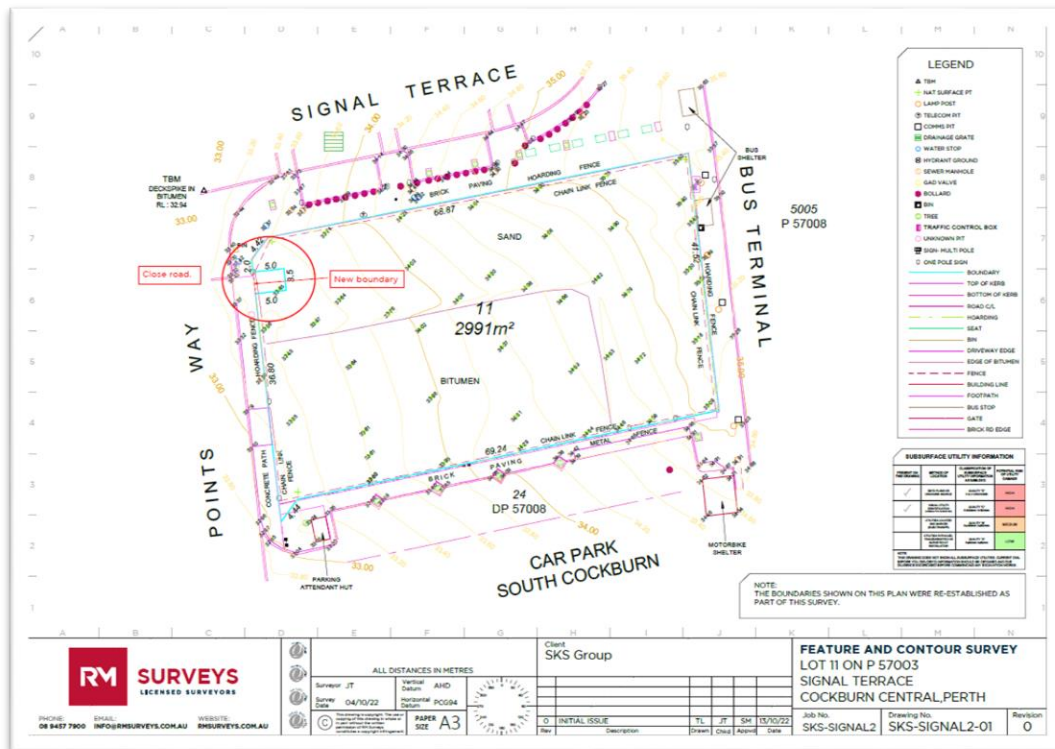
“25. Prior to the occupation of the building, the portion of land within the road reserve shown as ‘Transformer/Substation’ being amalgamated into the site.

Alternatively, the building shall be redesigned to the satisfaction of the City to remove the portion of building constructed in this area.”

The City has conducted a Dial Before You Dig enquiry which identifies no services will be impacted by the part road closure.

Western Power have advised there is no assets within the proposed area of road closure.

An image of the subject transformer pad mount site proposed for closure is shown below:



28 Signal Terrace, Cockburn Central



Submission

In compliance with the *Local Government Act 1995* s3.58(3) the City placed a newspaper advertisement for the proposed disposal for the mandatory period of 35 days concluding Friday 3 November 2023.

No submissions were received in response to the advertisement.

If supported by Council, SKS Cockburn Central Pty Ltd, as landowner of the development property, confirmed they are willing to purchase the proposed portion of road to be closed from the State, and confirm they will pay all relevant costs incurred during the road closure process.

Western Power have advised no objection to the proposal of road reserve closure and amalgamation subject to the provision for a substation site within the proposed development.

The Department of Planning, Lands and Heritage advised no objection subject to formal application by the proponent and due diligence investigations.

Report

This report represents the statutory administrative requirement as outlined in the *Local Government Act 1995*.

The proposed permanent road closure requires support from Council for the proponent to proceed with further dealings with the State of Western Australia.

The intent of this report resulted from a request to the City, instigated by SKS Cockburn Central Pty Ltd, requesting that Council support the permanent road closure of portion of road reserve on the corner of Signal Terrace and Points Way, Cockburn Central.

The purpose of the request for part road closure and amalgamation is to facilitate design potential and enhance the aesthetics of the development once completed, thus complimenting the development of the surrounding area.

Strategic Plans/Policy ImplicationsLocal Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- A City that is 'easy to do business with'.
- Increased Investment, economic growth and local employment.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

N/A

Legal Implications

Provisions of the *Land Administration Act 1997*

Community Consultation

N/A

Risk Management Implications

To mitigate risk, the City received advice from Western Power and the Department of Planning, Lands and Heritage, both of whom advised no objection to the proposal.

The proposal is further supported with the City's approval of DA23/0135.

In the event that Council does not support the proposed portion road closure, the decision would have impacts on the development.

A show of not supporting the proposal could tarnish the City's image and deter future investors of similar multimillion-dollar developments.

Without support, the City may appear to contradict previous approvals for the same development.

Advice to Proponent(s)/Submitters

The Proponent of the proposal has been advised that this matter is to be considered at the 14 December 2023 Ordinary Council Meeting.

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

Nil

14.4 Community Services

14.4.1 Progress Drive Paid Parking Feasibility Assessment

Executive	Chief of Community Services
Author	Head of Community Safety and Ranger Services and Parking Operations Manager
Attachments	1. Progress Drive Paid Parking Feasibility Study ↓ 2. Parking Layout Drawing - Progress Drive - November 2023 ↓

RECOMMENDATION

That Council:

- (1) NOTES the Progress Drive Paid Parking Feasibility Study;
- (2) APPROVES the installation of signage in the attached Signage Map; and
- (3) NOTES the signage in clause 2 (above) will be contingent on future funding requests.

Background

On the 10 January 23 Cr Stone submitted a Notice of Motion:

That the City investigates options to create formalised verge parking along Progress Drive, between Gwillam and Bibra Drive, like that closer to the Adventure playground, with options to make this a paid parking area given its popularity in peak summer periods, to be presented back to Council for consideration for the 2023/24 budget.

Reason

Every day in summer this verge is used by people going to Adventure World, due to lack of available parking in the area.

It is dusty, it looks inconsistent with the rest of the area, and could be made to look so much better to potentially attract more visitors to the entertainment facilities in the precinct, such as Adventure World, Ice Arena, and in future, the Aboriginal Cultural and Visitor Centre.

Public transport to this precinct is terrible, so this lack of parking issue is never going to get any better.

By making this paid verge parking, it should encourage patrons to seek the unpaid parking options first.

Council resolved to fund the feasibility study as part of the FY 24 Municipal Budget.

To undertake the feasibility study an external consultant (WSP) was engaged.

Based on initial stakeholder feedback, the subject assessment site was expanded to include further lengths along Progress Drive to look at parking management within the precinct more holistically.

The context of the report expanded to include Progress Drive between Hope Road to the north and Bibra Drive to the south.

Submission

N/A

Report

The City engaged WSP at the commencement of FY 24 to undertake the feasibility parking study within the subject area.

As part of the study, the scope included:

1. Feasibility assessment for paid verge parking in the Study Area considering
 - a. Impacts on parking demand distribution (noting the free parking available off-street in the vicinity)
 - b. Potential parking capacity
2. Requirements for infrastructure, including:
 - a. Parking management technology options
 - b. Suggested time restrictions and fee structure
 - c. Estimate of return on investment, expressed as a utilisation/fee matrix
3. Draft Parking Plan
4. Indicative cost of infrastructure and associated timeframes
5. Recommendations for Community Consultation

Within the subject site, WSP noted the continued use and attractions that needed to be considered as part of their parking feasibility study. These included:

North of Gwilliam Drive

- Bibra Lake Regional Playground (BLRP)
- Bibra Lake Reserve (BLR)

South of Gwilliam Drive

- Adventure World (AW)
- Cockburn Ice Arena (CIA)

WSP undertook their assessment via nine (9) aerial surveys between 23 October 2021 and 30 April 2023. Each survey was undertaken during the traditionally busier period for the precinct.

Eight of the nine surveys highlighted ongoing and prevalent illegal parking on verges. This form of illegitimate parking has clear consequences, reducing sightlines and

visibility (particularly important in this area, which exhibits a high volume of pedestrian movements along and across the road), and possibly causing infrastructure damage to kerbs and road edges.

Most pertinent to the assessment, all nine surveys showed adequate and underutilised parking availability in designated car parks (immediately North) and the southern grass overflow areas of Adventure World.

In Figure 2.2 within the report, the survey taken on 26 February 2023 shows a number of illegally parked vehicles in front of Adventure World's main entrance. However, the designated car park within a short walking distance had numerous bays available. This highlighted that there is no current lack of parking supply but rather issues with driver behaviour or lack of awareness leading to parking illegally.

This conclusion is also supported by the City's Parking Operations Team enforcement data and anecdotal information from the City's parking compliance officers.

WSP highlighted five (5) possible options for consideration. These include:

1. Do Nothing
2. Install Signage Only
3. Signage and Road Line Marking
4. Install Roadside parking embayments
5. Implement Paid Parking into newly created roadside parking facilities.

Each option has been considered by the City's Officers with the following considerations:

1. Do Nothing

The City's Officers do not recommend this option. It is apparent from the feasibility study that there is ongoing and potentially dangerous parking by visitors to the precinct. The possible lack of understanding about legal parking places may be a significant factor in this routine non-compliance.

2. Install Signage Only

Option 2 is supported by the City, as it will provide meaningful advice to visitors about legal parking areas. Additionally, the new signs will make enforcement easier for the City's Parking Operations Service Unit. The cost of this option is estimated at \$30,000 and could significantly improve pedestrian safety.

3. Signage and Road Line Marking

Option three would only be feasible in conjunction with option 4. The costs and benefits of this option are listed below.

4. Install Roadside parking embayments

The cost of formalising verge parking ranges from \$50,000 to \$460,000, depending on the scale and location of the on-street parking. The table below shows the cost breakdown for each area:

Location	Number of car parking bays created	Estimated Cost
South of Cockburn Ice Arena	28	\$50,000
Adventure World Main Entrance to Cockburn Ice Arena:	54	\$100,000
Gwilliam Drive to Adventure World Main Entrance:	54	\$190,000
North of Gwilliam Drive	70	\$120,000

Note that the above costs are estimated contractor costs and do not include internal project management charges or fees associated with community education and consultation. Additionally, environmental approvals may be required before any work commences in some locations.

As a result of an Elected Member briefing in November 2023, the City's officers investigated two alternative options for the existing footpath in front of the main entrance to Adventure World:

- A. Replace part of the concrete footpath (currently painted green, as shown in the image below) with landscaping.
- B. Convert the existing green concrete area into parking embayments.

Option 4B(1) (landscaping) would indicate clearly that parking is not permitted within this section of the road reserve, reducing the need for some regulatory signage. WSP estimates the cost of this work to be approximately \$10,000; however, this figure does not include internal charges and additional planting and irrigation standards required by the City's Operations and Maintenance team.

It is recommended that, before assigning a budget, a further assessment from the City's Operations and Maintenance team be undertaken to ascertain the true costs of this option to the City's standards. If decided by Council, a budget item could then be placed in the FY 25 municipal budget.

Option 4B(2) (installing parking embayments) will create 11 additional car parking places. These bays, located in a prime position in front of the main entrance of Adventure World, would be more desirable than off-street parking.

However, there is potential for traffic congestion to spill over onto the roadway. WSP recommends that if this option is chosen, the 11 bays become designated for pick-up/drop-off only. To date, there have been no ongoing community or local business requests for pick-up and drop-off facilities.

If Council proceeds with Option 4B(2), it is recommended that an automatic license plate recognition (LPR) system be installed at the time of construction. The construction costs for the 11 bays are estimated at \$30,000, with an additional \$30,000 for the LPR technology.

5. Paid Parking

Implementing paid parking would require constructing some or all the locations mentioned in option 4. Given the relative availability of free car parking within the precinct and the seasonal demands of the area, the return on investment for this proposal is questionable.

As part of WSP's feasibility study, they provided potential usage rates of paid parking versus the current free off-street parking facilities. WSP noted that, as mentioned earlier in this report, there is an adequate parking supply to facilitate key attractions within the area. Installing paid parking may improve compliance but will likely have similar results as option 2 (signage only).

The average capital cost of formalised on-street parking is approximately \$2,500-\$3,000 per bay. In addition to the embayment infrastructure cost, implementing paid parking within the precinct would cost approximately \$120,000 for parking machines and setup.

The return on investment for the embayments and paid parking infrastructure has been considered over a 10-year period, given that asset renewal will be needed after this time.

WSP determined that to make a return on investment, the City would have to charge parking day rates of between \$10-\$14 per day, given that the precinct will likely see well below 40% yearly occupancy. The expense of tickets may lead to non-payment and require further enforcement patrols to manage compliance.

Recommendation

Based on WSP's feasibility study, the City's officer recommends considering option 2 in the FY 25 Municipal Budget.

Further research into option 4B(1) (landscaping option) will be undertaken in conjunction with the Operations and Maintenance Business Unit and Adventure World.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Thriving local commercial centres, local businesses and tourism industry.

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Protection and enhancement of our natural areas, bushland, parks and open spaces.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- An integrated, accessible and improved transport network.
- An attractive, socially connected and diverse built environment.

Budget/Financial Implications

Option 2 will be incorporated into the FY 25 Municipal Budget submission for future consideration.

Legal Implications

Per clause 8 of the Parking and Parking Facilities Local Law 2007, Council are required (by resolution) to approve any new parking enforcement signage.

Community Consultation

Broad community consultation on the options within this report was not undertaken, as there is limited ability to alter the options provided within the feasibility study were limited.

As part of the development of this report, the City's officers and WSP's consultants met with representatives of Adventure World.

Risk Management Implications

As the recommendation involves minor changes to the current restrictions but focuses on better informing visitors to the area, there is low branding and governance risk associated with the proposal.

Advice to Proponent(s)/Submitters

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

Nil



Memo

To: James Williams, Parking Operations Manager
From: Jacob Martin, Senior Principal – Transport Planning
Subject: **Progress Drive Paid Parking Feasibility Assessment and Parking Management Plan**
Our ref: PS207502-WSP-PER-ADV-MEM-Progress Drive PMP-RevC
Date: 23 November 2023

1. Introduction

WSP has been engaged by the City of Cockburn to prepare a report on the potential for paid parking facilities along Progress Drive. The area covered by this Study includes the full extent of Progress Drive between Hope Road and Bibra Drive, as described in Figure 1.1.

This Study includes the following elements:

- 1 Feasibility assessment for paid verge parking in the Study Area considering:
 - a Impacts on parking demand distribution (noting the free parking available off-street in the vicinity)
 - b Potential parking capacity
- 2 Requirements for infrastructure and approval, including:
 - a Parking management technology options
 - b Suggested time restrictions and fee structure
 - c Estimate of return on investment, expressed as a utilisation / fee matrix
- 3 Draft Parking Plan
- 4 Indicative cost of infrastructure and associated timeframes
- 5 Recommendations for Community Consultation

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Fax: +61 8 9489 9777
www.wsp.com

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

WSP Australia Pty Limited ABN 80 078 004 798



Figure 1.1 Progress Drive study area



Within this broad study area, there are a number of key visitor destinations:

North of Gwilliam Drive

- Bibra Lake Regional Playground (BLRP)
- Bibra Lake Reserve (BLR)

South of Gwilliam Drive

- Adventure World (AW)
- Cockburn Ice Arena (CIA)
- Aboriginal Cultural Heritage Centre (ACHC) (*not yet constructed*)

Parking Provision

Off-street parking is available adjacent to each of these destinations, in addition to approximately 34 unrestricted on-street parking bays (north of Gwilliam Drive), and 20 'no parking' pick-up/drop-off bays (north of the Adventure World main entrance).

Parking between the Adventure World service entrance and Gwilliam Drive is prohibited ('no standing'), with a small exception on the western side of Progress Drive adjacent to Bibra Lake Reserve.



2. Problem statement

Historic use of the Progress Drive road reserve for parking has been noted by City officers and Councillors. This use has been further verified in aerial imagery and on-site inspection, with behaviour comprising non-compliant parking on footpaths and in the soft shoulder.

This form of illegitimate parking has clear consequences of reducing sightlines and visibility (particularly important in this area which exhibits a high volume of pedestrian movements along and across the road), and infrastructure damage to kerblines and road edges.

The following images (Figure 2.1 through Figure 2.5) illustrates the representative aerial imagery.

Figure 2.1 Unrestricted parking in soft shoulder (adjacent Bibra Lake Regional Playground)



Figure 2.2 Illegitimate parking on path area (north of Adventure World main entrance)



Source: Nearmap imagery (dated 26 Feb 2023)



Figure 2.3 Illegitimate/unrestricted parking in soft shoulder (Adventure World service entrance)



Source: Nearmap imagery (dated 26 Feb 2023)

Figure 2.4 Illegitimate/unrestricted parking in soft shoulder – Car Park 2 25% occupied



Source: Nearmap imagery (dated 30 Jan 2020)

Figure 2.5 Unrestricted parking in soft shoulder (adjacent Cockburn Ice Arena south entrance)



PS207502-WSP-PER-ADV-MEM-Progress Drive PMP-RevC.docx | Page 4



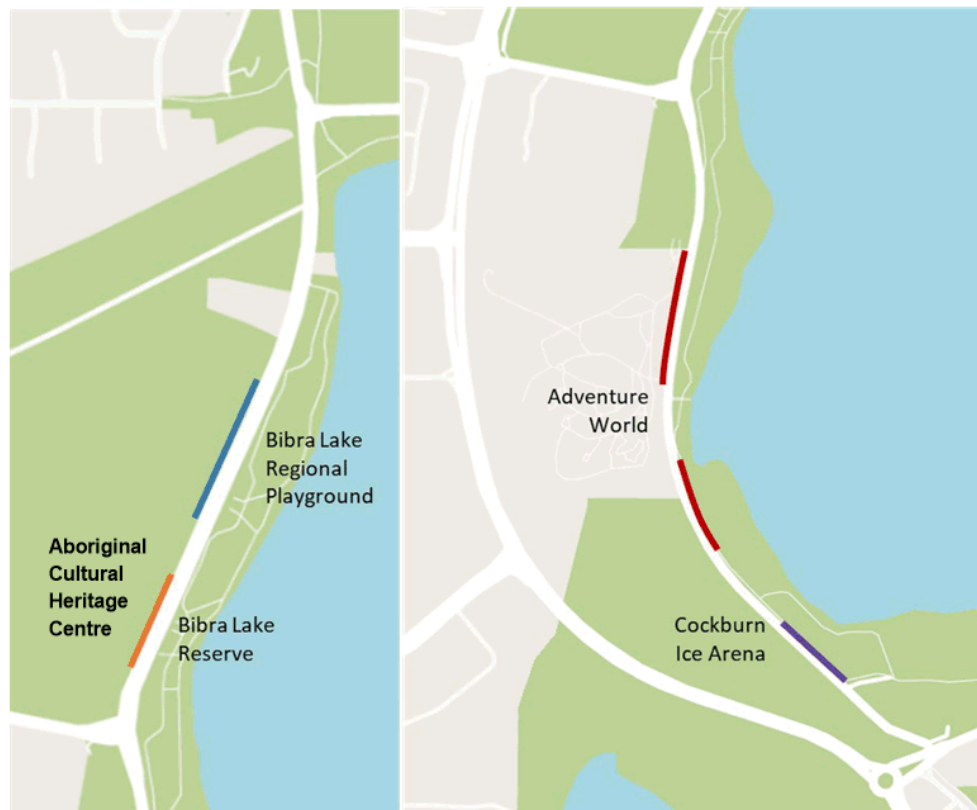
The road reserve north of Gwilliam Drive appears to be used occasionally for parking overspill demand from the Bibra Lake Reserve and Regional Playground. There is some potential that this will be exacerbated by the development of the Aboriginal Cultural Heritage Centre, which is to be located opposite the southernmost car park in this section of Progress Drive.

3. Parking locations and user groups

Parking demand on Progress Drive is generally spatially disaggregated. That is, each segment of Progress Drive accommodates only one destination. A significant proportion of the corridor is too far from any location to result in any demand for on-street parking.

A representation of existing on-street parking extent is described in Figure 3.1. This shows indicatively the areas adjacent to specific destinations associated with observed on-street parking.

Figure 3.1 Extent of on-street parking by destination





The use of informal on-street parking in these areas (both illegitimate and unrestricted) was observed in aerial images, and described in Table 3.1 and Figure 3.2.

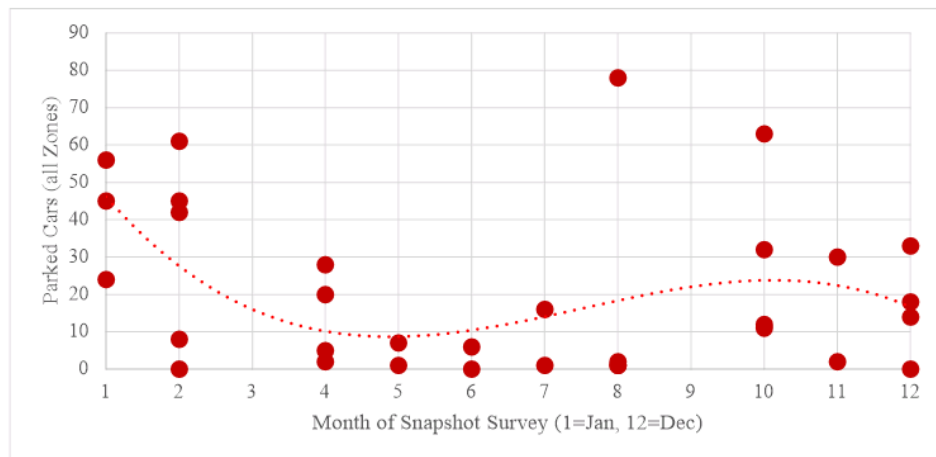
Table 3.1 Parking observed in aerial snapshot images (September-April)

Zone	30/04/23 1:30pm	26/02/23 3:30pm	18/01/23 2:30pm	11/12/22 9:15am	15/10/22 3:45pm	05/04/22 1:15pm	30/01/22 11:15am	15/12/21 11:15am	23/10/21 2:45pm
BLRP	4	2	0	0	0	4	0	2	0
AW (north of main entrance)	0	12	15	0	12	9	13	10	17
AW (service entrance)	0	42	30	0	0	7	11	2	15
CIA	24	5	0	0	0	0	0	0	0
All Areas	28	61	45	0	12	20	24	14	32

It is noted that even when ample parking is available in the main car park, cars are observed to park on the concrete path to the north of the Adventure World main entrance (Figure 2.2), despite the barrier kerb indicating parking is not permitted. This suggests that there is a legibility issue along this segment of Progress Drive, with issues related to parking *behaviour* rather than simply a lack of *supply*.

Similarly, parking adjacent to Car Park 2 is observed even where ample parking is available within Car Park 2 (see Figure 2.4).

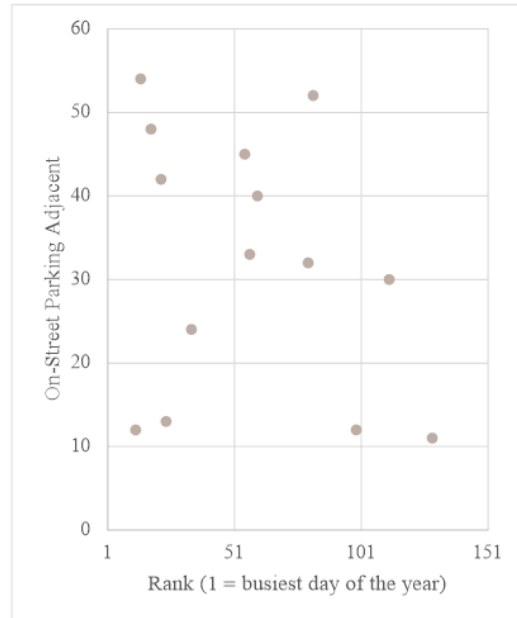
Figure 3.2 On-street parking in study area observed from aerial snapshots



These aerial snapshots show an average summer parking demand for on-street bays at approximately 30 vehicles per day. This demand is most frequently clustered in near to Adventure World, but there is occasional intensive on-street parking near the Cockburn Ice Arena or Bibra Lake Reserve.



Figure 3.3 Comparison of visitation to observed on-street parking demand



Using information provided by Adventure World, the degree of on-street parking observed in aerial imagery has been compared against visitation (Figure 3.3).

For this comparison, only parking near to Car Park 2 and to the north of the Adventure World Main Entrance has been considered.

The results confirm that there is no clear correlation between how busy Adventure World is on a given day and the extent of on-street parking. This corroborates the view that on-street parking is a consequence of *behaviour* rather than supply.



4. Management and parking control options

This Parking Management Plan details the results of an investigation into the appropriate methods to manage this behaviour. Options considered include:

- **Do minimal:** No infrastructure interventions; maintain and/or increase compliance.

Parking permitted in accordance with the Road Traffic Code 2000 without reinforcing signage. This can lead to inconsistent, illegitimate or unsafe parking behaviours. The lack of any form of reinforcement tends to result in inefficient use of available space, but this is the least expensive of any option.

- **Signage only:** Reinforce appropriate behaviour through the use of signage, but do not provide any additional parking.

Introducing or increasing signage reinforces appropriate parking behaviours and allows for Council control of location, timing, duration etc. The imposition of signage allows for more effective enforcement where inappropriate parking behaviours are present. While parking is generally more compliant, efficiency is not greatly improved by signage alone.

Signage only strategies are most effective in defining areas where parking is *not* permitted (e.g. where there is insufficient road width to allow parking on both sides of the road). This form of control can also be used where there is insufficient road space for linemarking.

- **Formalised provision (linemarking and signage):** Increase the formal supply of parking in the vicinity to reflect the periodic peak demands for visitation. By allocating individual parking bays through linemarking, drivers are given explicit information regarding parking position and permissions. Coupling this with signage maximises the opportunities for compliance.

- **Formalised provision (embayments):** Constructing parking in embayments reduces the impact on traffic flow and is therefore appropriate particularly for higher-order roads such as Progress Drive. They also support formalised on-street parking where carriageways are too narrow to accommodate linemarking strategies.

Embayments clearly define where parking is permitted, generally reducing illegitimate behaviours. Conversely, they also *reduce* parking capacity for areas with legal parking within the carriageway.

Existing parking provision is comprised of a mixture of all of the above options. Recommendations in subsequent Sections therefore consider the potential for additional interventions along Progress Drive.

- **Paid parking:** Applied to the above parking provision to supplement parking controls through the use of paid parking interventions. This allows for more fine-grained management of parking behaviour (e.g. encouraging turnover or supporting employee parking). This is the primary function of paid parking – not revenue collection.

To this end, the appropriate price for parking is precisely the value that achieves the desired behavioural outcome. This may be less than the cost of implementation, which should be considered as a part of an overall cost-benefit analysis.

Note that the imposition of paid parking can lead to an *increase* in illegitimate or unsafe parking in certain circumstances.



5. Discussion of parking management

5.1 Option 1: Do minimal (business as usual)

The current management of on-street parking and restrictions relies on a combination of 'no standing' signage and Council enforcement. However, visitors to this Precinct are likely to come only rarely, and are not familiar with the parking facilities or availability. This reduces the effectiveness of enforcement efforts, since infringements can only affect future behaviour.

Infrequent visitors are also more likely to copy the parking behaviour of others arriving earlier, as they are unfamiliar with legitimate parking options.

The level of non-compliance suggests that merely updating existing signage and continuing enforcement activities is not likely to result in the desired outcome.

5.2 Option 2: Improved signage only

As described previously, there is a clear legibility issue in the vicinity of Adventure World (in addition to a blatant disregard for parking restrictions). Additional wayfinding and parking signage can reinforce the preferred parking scenario and direct users towards safe and permitted parking (particularly off-street).

This scenario would include the following interventions:

Wayfinding Signage

- Directional signage on the northern and southern approaches to Adventure World
 - Main Car Park – XXXX bays
 - Car Park 2 – XXXX bays
- Directional signage on the northern and southern approaches to Cockburn Ice Arena
 - Northern Car Park – XXXX bays
 - Southern Car Park – XXXX bays
- Directional signage north of Gwilliam Drive and south of Hope Road
 - Bibra Lake Reserve Car Park 1 – XXXX bays
 - Bibra Lake Reserve Car Park 2 – XXXX bays
 - Bibra Lake Reserve Car Park 3 – XXXX bays

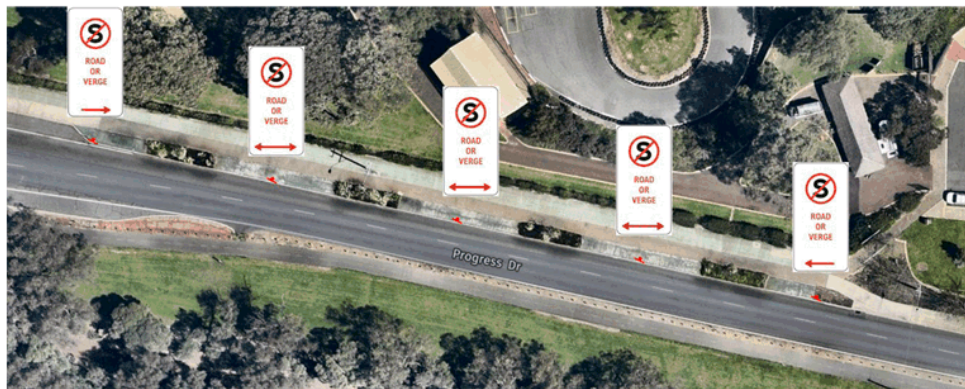
Parking Control Signage

- Strengthen parking prohibitions between Cockburn Ice Arena and Gwilliam Drive, extending the 'no-standing' signage south (both sides) to the off-street car park adjacent to the Bibra Lake Reserve (exercise equipment).

This change would effectively eliminate legal on-street parking south of Gwilliam Drive in any area currently used by visitors.
- 'No Standing Road or Verge' signage west side of Progress Drive, north of Adventure World Main Entrance



Figure 5.1 Potential 'no standing' signage along Adventure World frontage

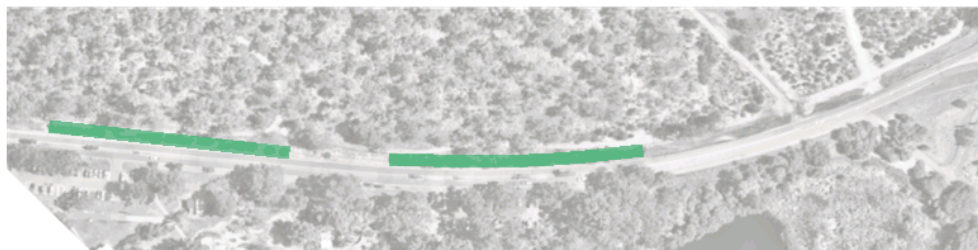


- 'No Standing Road or Verge' signage west side of Progress Drive, in selected locations between Gwilliam Drive and Hope Road

Formal parking adjacent to the Bibra Lake Reserve (north of Gwilliam Drive) is relatively scarce, consisting of three 50-60 bay off-street facilities. Any concentration of demand has the potential to overspill onto the adjacent verge (where space is available). However, the zone north of Gwilliam Drive has considerably less traffic and fewer pedestrian crossings, and so sporadic on-street parking is less risky, so long as that parking is outside of the carriageway.

As such, reinforcing signage is a *requirement* only where vegetation prevents safe parking. These areas are marked in the image below, for reference:

Figure 5.2 Highlighted areas where parking should be prohibited through 'no standing signage'



Informal parking north of Gwilliam Road could be permitted outside of these areas. This would support approximately 31 parked cars.

5.3 Option 3: Signage and linemarking

Linemarking-only solutions are not generally considered to be applicable in this area due to the lack of existing carriageway width. Any interventions that attempt to increase the provision of legitimate parking in the Study Area would involve the widening of the existing seal.

The exception is in existing pick-up/set-down areas where modified linemarking might assist in differentiating these bays from general parking bays. Compliance has been described as poor in this location; this is likely to be related to non-compliance rather than a lack of understanding and is not recommended in isolation.

5.4 Option 4: Embayments/ parking Lanes

Constructing parking in the form of embayments or parking lanes removes obstruction from the roadway, while protecting the road edges from continued damage. It also presents a very clear function for users –

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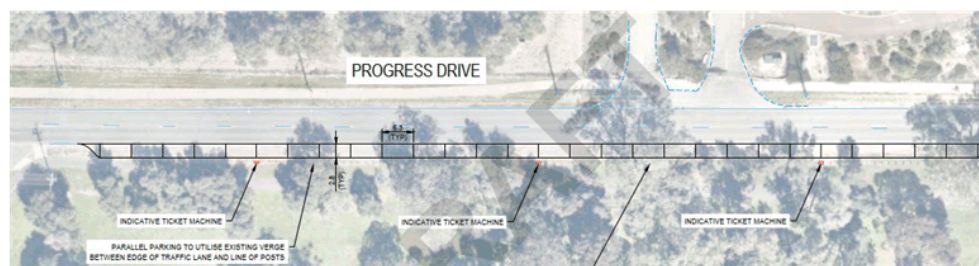
allowing for better differentiation and legibility, which can assist in reducing illegitimate parking (when coupled with prohibitions). This form of intervention has already been undertaken adjacent to the Bibra Lake Reserve and Bibra Lake Regional Playground.

While the most prevalent locations for on-street parking occur adjacent to the Adventure World Main Entrance and Car Park 2, these are also the areas with the largest off-street car parks. In fact, review of aerial imagery shows that off-street parking is still available even when people are parking on-street. Occasionally, peak parking associated with the Cockburn Ice Arena and Bibra Lake Regional Playground does exceed the available supply for these destinations. The distance between these destinations generally suggests that on-street parking provided to the north of Gwilliam Drive is unlikely to be used for any destinations to the south of Gwilliam Drive.

A concept design has been developed for the study area and provided in **Appendix A**. This concept *maximises* the number of bays available, with bay geometry determined according to a standard metric for preliminary assessment: 6.3m long and 2.8m wide (2.3m bays width plus a 500mm buffer zone). This geometry is consistent with Australian Standards AS2890.5 On-street parking, and appropriate for the local road environment.

In recognition for the requirements for road drainage, the concept design does not generally include kerbing.

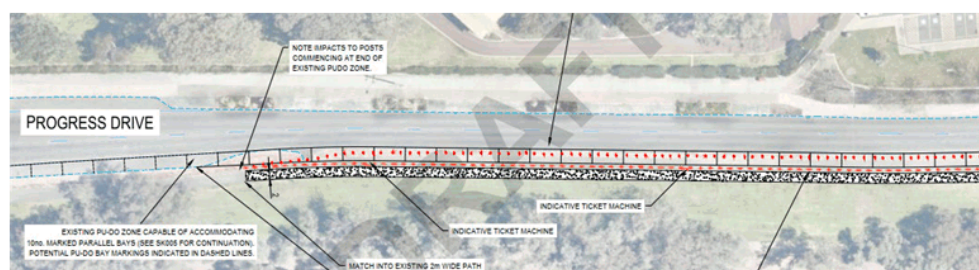
Figure 5.3 Typical parking embayments / parking lane (southern extent)



Bollards have been retained and relocated to prevent vehicles from entering the reserve. In some cases, the additional road width for parking results in a relocation of bollards and/or the adjacent shared path.

This is particularly prevalent in the vicinity of the Adventure World Main Entrance, as shown in Figure 5.4.

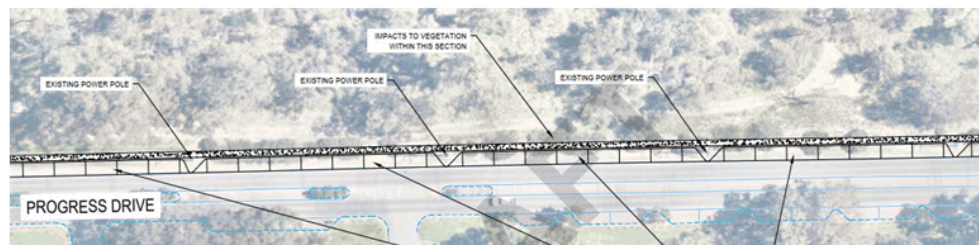
Figure 5.4 Relocation of bollards and shared path opposite Adventure World



Embayed parking has already been constructed on the Bibra Lake Reserve side of Progress Drive, north of Gwilliam Street. Additional parking could be built on the opposite side of the road (Figure 5.5), to provide additional formal bays. These bays would need to avoid existing overhead power poles. If parking were to be maximised in this area, then removal of vegetation would be necessary to within 1.5m of embayments to support safe passenger entry/exit – this could include formal paving for accessibility (not included in costings), or retained as grassed verge.



Figure 5.5 Example of parking lane/ embayments north of Gwilliam Drive



This initial concept layout provides additional formal parking bays, as follows:

- South of Cockburn Ice Arena: 28 bays (eastern side)
- Adventure World Main Entrance to Cockburn Ice Arena: 54 bays (eastern side)
- Gwilliam Drive to Adventure World Main Entrance: 54 bays (eastern side)
- North of Gwilliam Drive: 70 bays (western side)

Maximum formal parking increase: 206 bays

This arrangement requires a considerable capital outlay, as described in Section 6. Parking signage would also be required as described in Option 3, for all areas beyond the formal embayments.

Note that this assumes a 'maximum' parking supply scenario – alternative Options may be more reasonable where parking can be provided at a lower incremental cost (e.g. only in the vicinity of Cockburn Ice Arena), see Section 6.1.

5.5 Option 5: Paid parking

The above options describe levels of parking infrastructure provision, but are not predicated on paid parking in any way. The introduction of paid parking is possible wherever parking restrictions apply. This has been explicitly included in the Concept Design, but may be omitted if paid parking is not pursued.

The value of parking signage is compounded if paid parking is introduced – payment is likely to induce behaviour change, shifting parking to free alternatives, both legitimate and illegitimate.

In this location, the purpose of paid parking interventions would be to incentivise parking in alternative off-street locations; while permitting on-street parking where off-street supply is insufficient or the additional convenience of the on-street bays is high enough.

Parking needs for the various user groups are largely similar. Visitation to Adventure World and Cockburn Ice Arena is expected to be of longer duration, on average than Bibra Lake Reserve and Regional Playground. A discussion of paid parking options is provided in this context:

— Hourly fee (no duration cap)

This form of paid parking requires all users to pay a fee, but particularly penalises long-stay parking employees and families visiting Adventure World. It is generally suitable where LGAs wish to create turnover, and users have a known duration-of-stay.

This type of payment structure is **not recommended** for the Study Area.

— Daily fee

This form of paid parking specifically incentivises long-stay parking, though free parking alternatives are still going to be more attractive. This type of parking will heavily disincentivise short-stay parking (e.g. visitors to Cockburn Ice Arena, many visitors to recreational reserves), as they are effectively paying more per hour.

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A daily fee structure could be considered if the intended purpose is to support overspill from Adventure World during the highest peak, but the lack of flexibility in this arrangement limits its use.

This type of payment structure is therefore **not recommended** for the Study Area.

— **Hourly paid parking (with fee cap)**

This form of paid parking acts as a hybrid between the above methods. Decisions around the hourly fee and maximum payment rates influence the use of the bays to target specific user groups (e.g. a higher per-hour rate and lower cap will tend to reduce short-stay parking).

This type of system works particularly well in areas where employee demands and visitor demands overlap, and where long-stay parking is desirable (off-street parking in Activity Centres).

Given the relatively low daily fee likely to be viable in this area (considering the prevalence of free off-street alternatives), there would not be enough 'headroom' to support hourly paid parking.

This type of payment structure is **not recommended** for the Study Area.

— **Daily fee with free period**

By imposing a daily fee alongside a short free period (with ticket, nominally 2 hours), this form of paid parking incentivises short-stay and turnover while also allowing all-day parking. It also allows for the imposition of a daily fee that users might be willing to pay.

Of the alternatives considered, this payment structure is the **most applicable** for the Study Area.

The intended effect would be to:

- Induce long-stay users to park in off-street bays (at Cockburn Ice Arena, Adventure World Main Car Park and Car Park 2, or the off-street bays adjacent to the Bibra Lake Reserve).
- Free up on-street bays for short-stay visitors to park on-street without payment.

5.5.1 Parking management technology

Various parking management technologies are available to ensure the effective operation of the parking system, including pay-by-plate and pay-and-display.

- **Pay and display:** A traditional form of paid parking which requires users to display a printed permission to park on their car dashboard. This requires no additional infrastructure beyond the ticket machine, but users must go to the machine for a ticket and then return to their vehicle. This is an additional imposition that impacts people with disabilities and older people, but also reduces compliance due to the inconvenience. Where any form of free period is allowed, pay-and-display parking management is subject to abuse, where users merely 'refresh' the permit periodically, without even moving their car.

Appendix A indicates parking machines according to a general requirement for pay and display.

- **Pay by plate:** This allows for permission to park to be provided without a ticket, so that drivers do not need to return to their car. It also allows for free parking to be allocated for 2-hours in any 24-hour period within a Precinct, which prevents long-stay users from just returning to the machine for a free 'top-up' every 2 hours (this behaviour might be expected by visitors to Bibra Lake Reserve and Cockburn Ice Area).

Where parking is controlled through pay by plate, fewer machines are required, since users do not need to return to their cars (approximately half as many machines).

- **Pay by app:** By allowing pay-by-app in addition to credit card and cash, the system gives a great deal of flexibility and security to users. Not only can the driver pay for just their exact length of stay, but they can also be notified of their parking expiration in advance and *extend* that stay if desired, without returning to their car.

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The application of pay by app also reduces queuing at machines, as an ancillary benefit.

A mobile app and pay by plate system, when used together, provides real-time data to parking officers for every vehicle parked in an area. Compliance checks are easy and quick, usually involving a license plate capture software through a phone or portable device. The software will then inform the parking officer whether the vehicle has a valid parking session or not. This greatly reduces the personnel required for compliance checks, particularly compared with chalking methods which rely on attendance multiple times.

Additionally, the information extracted from ticket machines and sensors form a rich dataset to assist in the modifications to appropriate duration restrictions and fees in the future.

For the above reasons, pay-by-plate machines are recommended over pay-and-display machines. It is noted that these machines can be solar powered, eliminating the need to reticulate power, and can be maintained under a third-party contract as required.

6. Costs and implementation requirements for Options 1-5.

An indicative construction cost (materials and labour) is provided below, based on benchmarking information from other Councils. Note that prices for construction have increased substantially in recent years, and this may impact the estimates provided below.

	Summary of Works and Order of Cost	Implementation
Option 1: no interventions	No cost	No requirements
Option 2: signage	Parking signage: 30 off Wayfinding signage: 6 off Estimated cost: \$30,000	The Commissioner of Main Roads has authorised all metropolitan councils to only carry out all traffic signing works (including maintenance) associated with parking controls along local roads. This includes pavement markings associated with parking controls.
Option 3: signage and linemarking	N/A	
Option 4: embayments	Seal widening: 4,000 sq.m Road linemarking: 1,200 lin.m Parking bay linemarking: 800 lin.m Signage: 40 off Wayfinding signage: 4 off Remove and replace wooden bollards: 170 off Remove and replace shared path 1000sq.m Estimated cost: \$450,000	Internal approval for parking signage with geometry and specification checked against the Road Traffic Code 2000, AS1742.11 and AS2890.5. Road markings proposed to be limited to reinstatement works; no requirement for Main Roads WA approval.
Option 5: paid parking	Pay by plate machines: 9 off Additional reminder/compliance signage: 15 off Estimated cost: \$120,000 plus the Option 4 costs associated with physical infrastructure	

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The limited extent of interventions required for Option 2 suggest a very short turnaround, largely determined by the requirements for Council approval. To facilitate these options, a detailed signage plan should be completed, verifying the design against relevant Australian Standards.

Should Option 4 or 5 be pursued, then a more extensive engineering design exercise would be required, to ensure that all potential conflicts are identified and mitigated, and appropriate earthworks and civil engineering is procured and programmed. The longest lead time is expected to be council approval/budgeting of works rather than construction.

In addition to construction costs, there would also be costs associated with survey, design works and site supervision (approximately 10% of the construction fee). The cost of financing the expenditure has also been included at 7% p.a. on top of the above capital outlay. Additional maintenance and operation costs (repairs, additional street sweeping etc.) can be expected at \$100-\$200/bay per year. These costs have been included when calculating the rate of return, Section 7.

It is typical of paid parking interventions that infringement revenue *decreases* following its introduction. While this represents an overall improvement in safety and compliance outcomes, it should be acknowledged from a financial perspective.

6.1 Option 4A: Partial implementation

The maximum parking provision option described in Option 4 includes a combination of relatively high-cost interventions alongside lower-cost provision. There may be some value in developing sections of formal parking in isolation. To support decision-making, the Study Area interventions are discussed individually, below:

	Summary of Works and Order of Cost	Consideration/discussion
South of Cockburn Ice Arena: 28 bays (eastern side)	Seal widening: 500 sq.m Road linemarking: 180 lin.m Parking bay linemarking: 80 lin.m Regulatory signage: 8 off Wayfinding signage: 2 off Estimated cost: ~\$50,000 (~\$1,800 per bay) excluding mob/demob and contingency	Parking in this area experiences regular minor overspill from Cockburn Ice Arena. It also caters for occasional public use of the Bibra Lake Reserve.
Adventure World Main Entrance to Cockburn Ice Arena: 54 bays (eastern side)	Seal widening: 1,000 sq.m Road linemarking: 340 lin.m Parking bay linemarking: 150 lin.m Regulatory signage: 13 off Wayfinding signage: 1 off Remove and replace shared path 125sq.m Estimated cost: ~\$100,000 (~\$1,850 per bay) excluding mob/demob and contingency	This includes all potential parking between the northern entrance to the Cockburn Ice Arena and the Adventure World Main Gate. It does not cater for any substantial public use. This area experiences consistent overspill from both recreation destinations. There is potential for future intensification of demand in this area if vacant land area redevelops.



Gwilliam Drive to Adventure World Main Entrance: 54 bays (eastern side)	Seal widening: 1,000 sq.m Road linemarking: 340 lin.m Parking bay linemarking: 150 lin.m Regulatory signage: 14 off Wayfinding signage: 1 off Remove and replace wooden bollards: 170 off Remove and replace shared path: 875sq.m Estimated cost: ~\$190,000 (~\$3,500 per bay) excluding mob/demob and contingency	This area is closest to the Adventure World Main entrance. It does not cater for any substantial public use. Overspill in this area is relatively low, due to the lack of existing capacity. However, there is a persistent and illegitimate use of the footpath, pick-up/drop-off and bus zone areas for parking.
North of Gwilliam Drive: 70 bays (western side)	Seal widening: 4,000 sq.m Road linemarking: 1,200 lin.m Parking bay linemarking: 800 lin.m Regulatory signage: 7 off Wayfinding signage: 2 off Clear vegetation: 240m Estimated cost: \$120,000 (~\$1,700 per bay) excluding mob/demob and contingency	This area is not used by destination visitors to Adventure World or Cockburn Ice Arena. There is occasional, intense demand for informal parking by visitors to Bibra Lake Regional Reserve. Likely to be periodic overspill demand in the vicinity of the proposed Aboriginal Cultural Heritage Centre, once constructed.

6.2 Option 4B: Alternative interventions

Two additional interventions have been considered for the 'green painted' area adjacent to Adventure World (see Figure 5.5), to address the existing legibility issue that results in drivers parking on the concrete footpath.

Figure 5.1 Location for potential alternative interventions (north of Adventure World Main Entrance)



Summary of Works and Order of Cost	Consideration/discussion
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Replacement of concrete with landscaping	Concrete path removal: 180 sq.m Landscaping: 180 sq.m Kerbing removal and reinstall: 80m Estimated cost: \$10,000	This measure would clearly indicate that parking is not permitted along this section of road, without substantial additional signage.
Conversion to 11 parking embayments	Seal widening: 200 sq.m Road linemarking: 70 lin.m Parking bay linemarking: 30 lin.m Signage: 5 off Concrete path removal: 180sq.m Kerbing removal and reinstall: 80m Estimated cost: \$30,000 (~\$1,700 per bay) <i>excluding mob/demob and contingency</i>	These bays are located in prime position, and are much more desirable than the off-street parking bays. As such, it is <i>not recommended</i> for these bays to be constructed for general use – rather they could function as additional pick-up/drop off bays or other specialty parking.

These options could be considered as an alternative to the Option 2: Improved Signage Only solution for this segment of the Study Area. Of these two alternatives, the replacement of concrete with landscaping is preferable, as it reinforces desired behaviour without the need for signage interventions.

7. Paid parking - return on investment

This location is characterised by intense demands during the summer months, with peak usage related to the weather on weekends and school holidays. A review of aerial imagery shows that parking supply in the vicinity would generally be sufficient to accommodate demand on all but the busiest days (despite the extent of illegitimate parking visible).

The imposition of additional parking management measures as identified in Section 5 would also have an effect on existing behaviour. In particular, the imposition of paid parking tends to result in a shift in demand to free parking, even where this is further away or more difficult to locate.

Irrespective of the above, a baseline Return on Investment (RoI) can be established on a per-bay basis, to define the occupancy and pricing range required to achieve a positive Rate of Return (RoR).

The average capital cost of formalised on-street parking as defined in Section 6 is approximately \$2,500-3,000 per bay. This is higher for locations that require more intervention (e.g. in the vicinity of the Adventure World Main Entrance) and lower where the required infrastructure investment is limited to seal widening and parking control infrastructure. Accounting for opportunity cost at 7% p.a. and ongoing maintenance at \$100 p.a. yields an equivalent cost of \$480-\$660/bay p.a. with a payoff period of 10 years.

The following matrix in Table 7.1 defines the required daily fee and occupancy rate to achieve a positive RoR.



Table 7.1 Required daily fee to achieve a positive RoR – weekends only (September-April)

	Weekends only (Sep-Apr)		Weekends and School Holidays (Sep-Apr)	
Occupancy	Cost: \$480 p.a.	Cost: \$660 p.a.	Cost: \$480 p.a.	Cost: \$660 p.a.
40%	\$ 21.43	\$ 29.46	\$ 10.62	\$ 14.60
60%	\$ 14.29	\$ 19.64	\$ 7.08	\$ 9.73
80%	\$ 10.71	\$ 14.73	\$ 5.31	\$ 7.30
100%	\$ 8.57	\$ 11.79	\$ 4.25	\$ 5.84

This table shows that if all bays were to be occupied every weekend and school holiday day, then the City could achieve a positive RoR for a parking charge of \$4.25-\$5.84 per day. However, it is not considered realistic to assume maximum occupancy, as demand fluctuates considerably over the summer months (and paid parking will deter parking in these bays).

While a comprehensive profile for demand is difficult to determine, an estimate has been developed based on historic observations in addition to information provided by Adventure World, which can be considered a general proxy for localised demands for recreation in the Study Area.

Aerial snapshot surveys between January 2018 and August 2023 were reviewed to determine on-street parking demand at the time the image was taken. These surveys tended to be taken during the 11am-3pm period, which would generally correspond with peak parking demand. As expected, parking overspill occurred during the summer months.

The current on-street parking demand for each area 2018-2023 from aerial surveys is defined below, and compared against the potential increase in parking supply as defined by the Concept Design.

Zone	Maximum Demand	Mean Demand (all year)	Mean Demand (Sep-Apr)	Potential Increase in Formal Supply
BLRP	66	4	2	70
AW (north of main entrance)	18	7	12	54
AW (service entrance)	42	8.5	14	54
CIA	24	1.5	0.5	28
All Areas	78	21	28.5	206

Based on this information and the anticipated effects of parking charges themselves, an average occupancy rate for paid on-street parking is expected to be *well below 40%*.

This would increase the positive RoR price for parking to at least \$10.00-\$14.00 per day, which is well in excess of the expected willingness to pay. These bays are therefore likely to remain empty even when demand is at its highest.



8. Commentary and recommendations

The purpose of this Study was to identify the potential for paid parking along Progress Drive as a mechanism to support safe and effective parking outcomes. To this end, the following is noted:

1. The supply of off-street parking is sufficient to accommodate the parking demand for most destinations, though periodic overspill from the Bibra Lake Regional Playground and Cockburn Ice Arena has been observed in excess of supply.
2. The construction of formalised on-street parking, combined with an increase in signage is likely to have the maximum impact on current unsafe behaviours. This would occur irrespective of paid parking interventions.
3. Imposing paid parking into this structure is very likely to shift demand back into off-street parking. This would generally be beneficial for the operation of the parking system, but would reduce the financial return of the paid parking.
4. Given the seasonal nature of demand, it is unlikely that there would be sufficient demand for on-street paid parking to achieve a consistently high occupancy rate.
5. The required daily parking fee to achieve a positive rate of return would be well in excess of users' willingness to pay.

9. Recommendation

Of the baseline Options investigated, Option 2 is considered to be the most cost-effective and practical.

The increased intervention in the form of regulatory and wayfinding signage reinforces and extends existing parking restrictions - effectively requiring visitors to park within formalised bays.

It is acknowledged that there are periods where parking demand exceeds supply, particularly for the Cockburn Ice Arena and Bibra Lake Regional Playground / Reserve. This Option puts the onus onto recreational destinations to provide sufficient parking, including overflow options.

Infrastructure interventions

- Parking signage in the form of 'no standing road or verge' as defined in Option 2 above.
- Convert existing concrete path areas (south of the Main Car Park) to landscaping as per Option 4B.
- Wayfinding signage in the vicinity of Cockburn Ice Arena and Adventure World, identifying the formal car parking available at both destinations.
- Wayfinding signage to the north of Gwilliam Drive, identifying the three existing off-street car parks adjacent to the Bibra Lake reserve.
- Ongoing enforcement activities by the City of Cockburn, serving infringements to all vehicles parking in prohibited areas.

Cost implications

By limiting interventions to signage and some small amount of landscaping, the overall infrastructure cost is minimised; estimated to be in the order of \$40,000, plus mobilisation/demobilisation and contingency.



Community consultation

The recommended Option involves limited change – primarily reinforcing the existing restrictions and extending them further. The nature of development in the area is that the majority of visitors are only occasional users. This makes consultation with this group difficult and unlikely to result in meaningful engagement.

Consultation is recommended with the key commercial stakeholders; namely Cockburn Ice Arena and Adventure World. This will allow these organisations to provide support to customers through reminder notices and other internal advertising.

10. Future Interventions

The City may wish to undertake future infrastructure works in support of development in the Precinct. This may be appropriate in response to the construction of the Aboriginal Cultural Heritage Centre, or intensification of recreational development to the south of Gwilliam Drive.

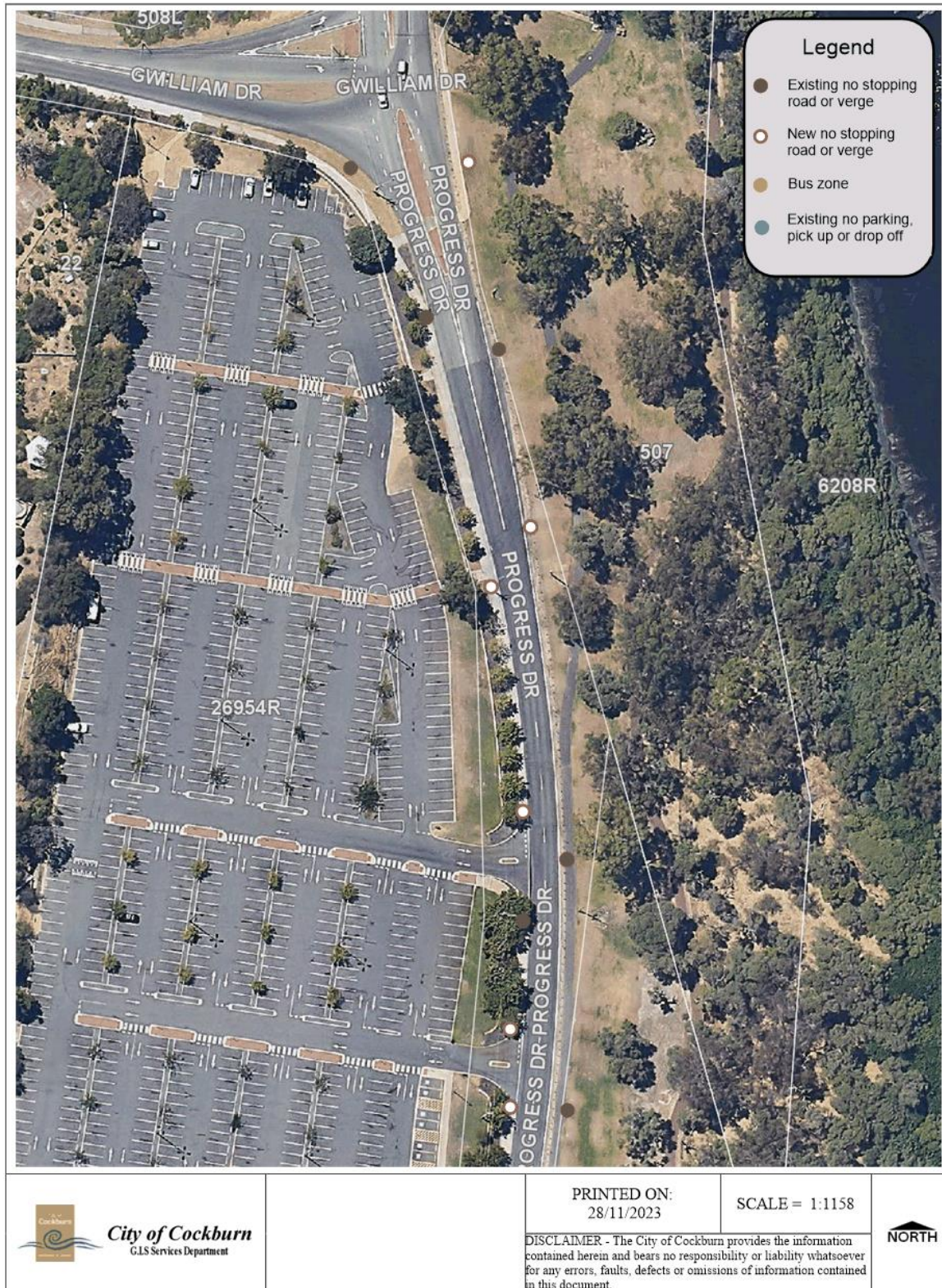
These potential interventions would involve an increase in the supply of public on-street parking to supplement the off-street supply, and would provide opportunities for occasional parking overspill in a safe and controlled manner. This would include the following:

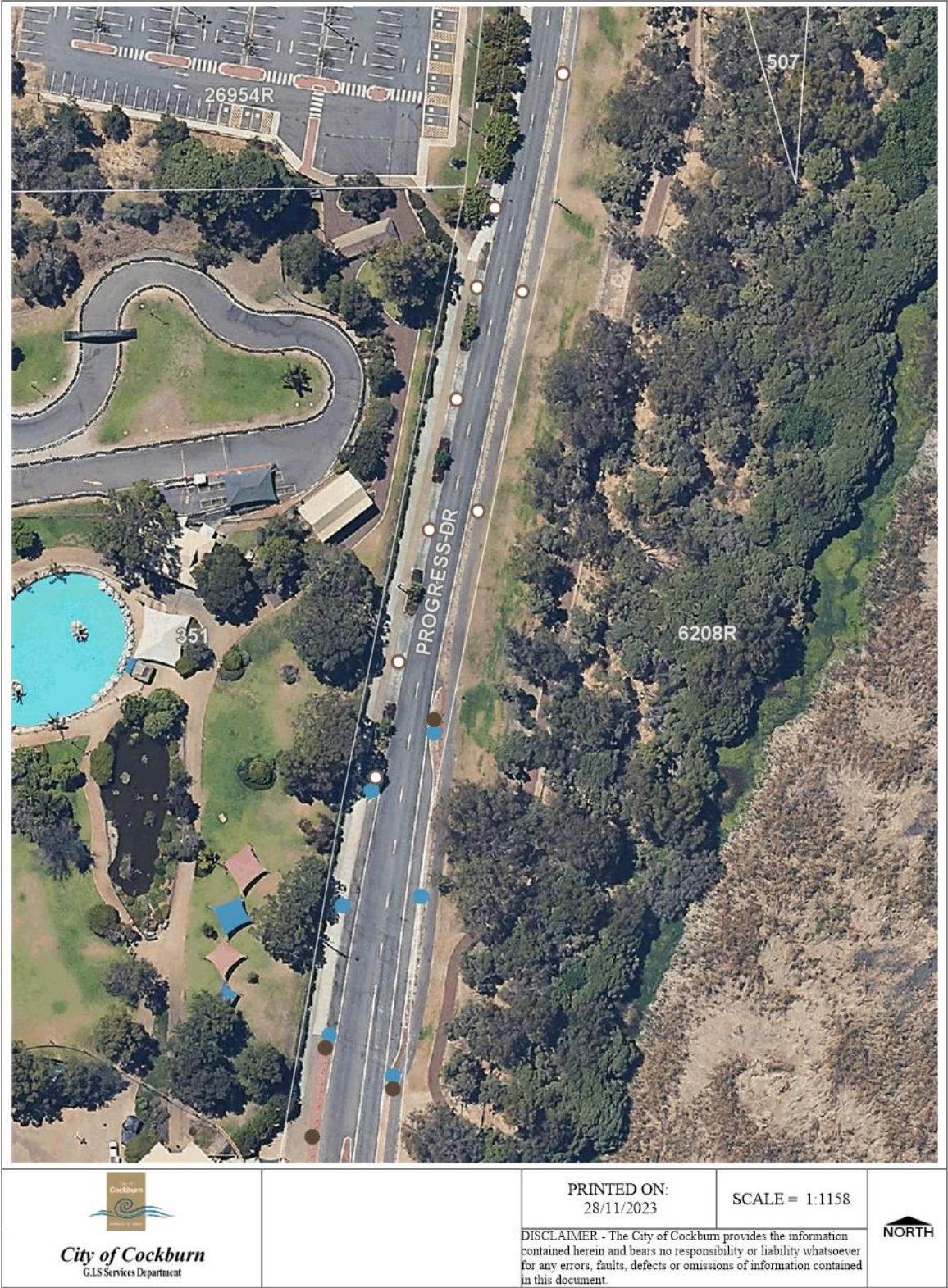
Partial implementation (Option 4A)

- Seal widening and bay delineation to the south of Cockburn Ice Arena (28 bays) and/or north of Gwilliam Drive in those areas that do not affect existing vegetation (31 bays).

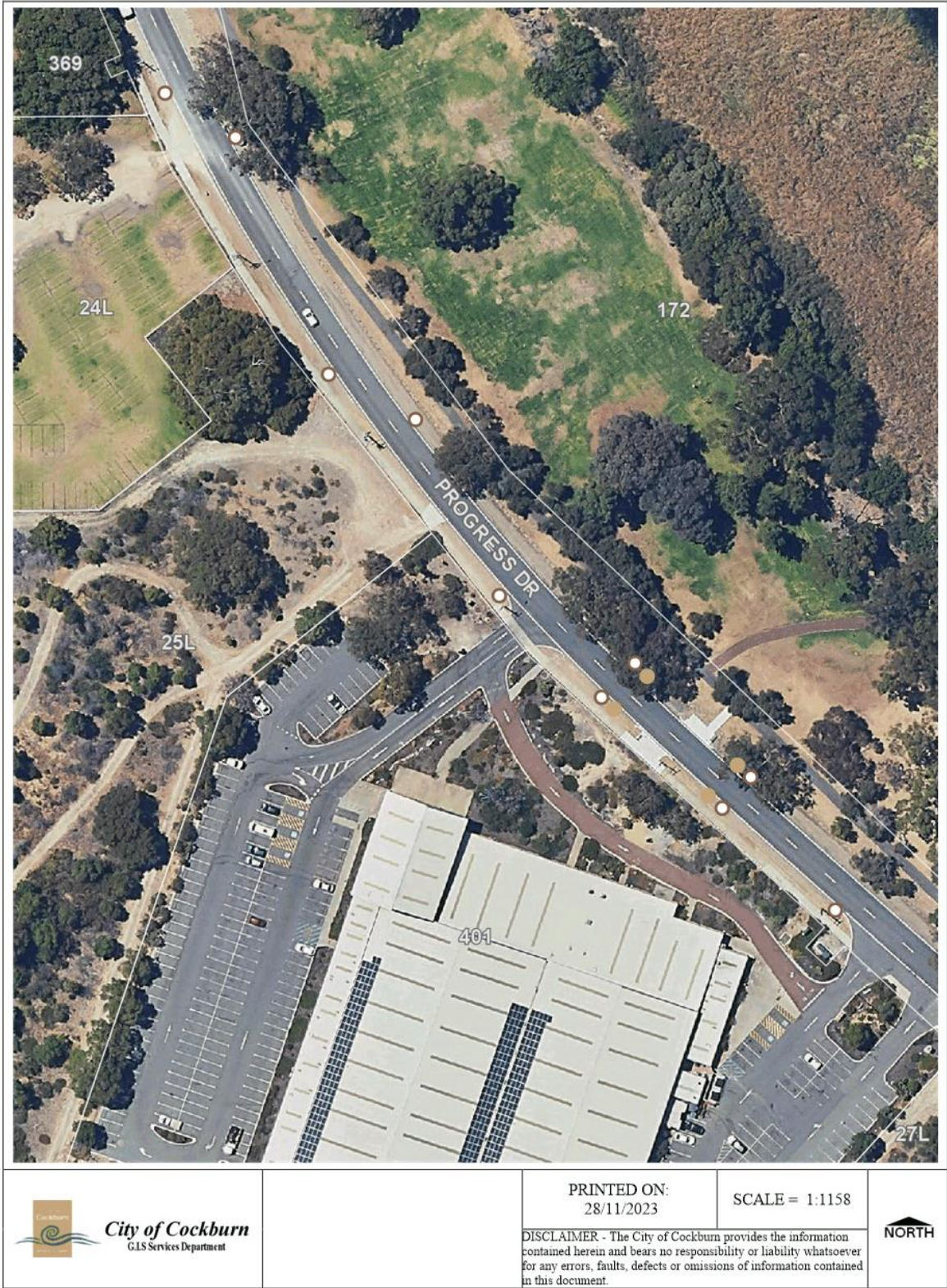
Note that paid parking in any form is *not recommended* for the reasons detailed in Section 5.5 above.

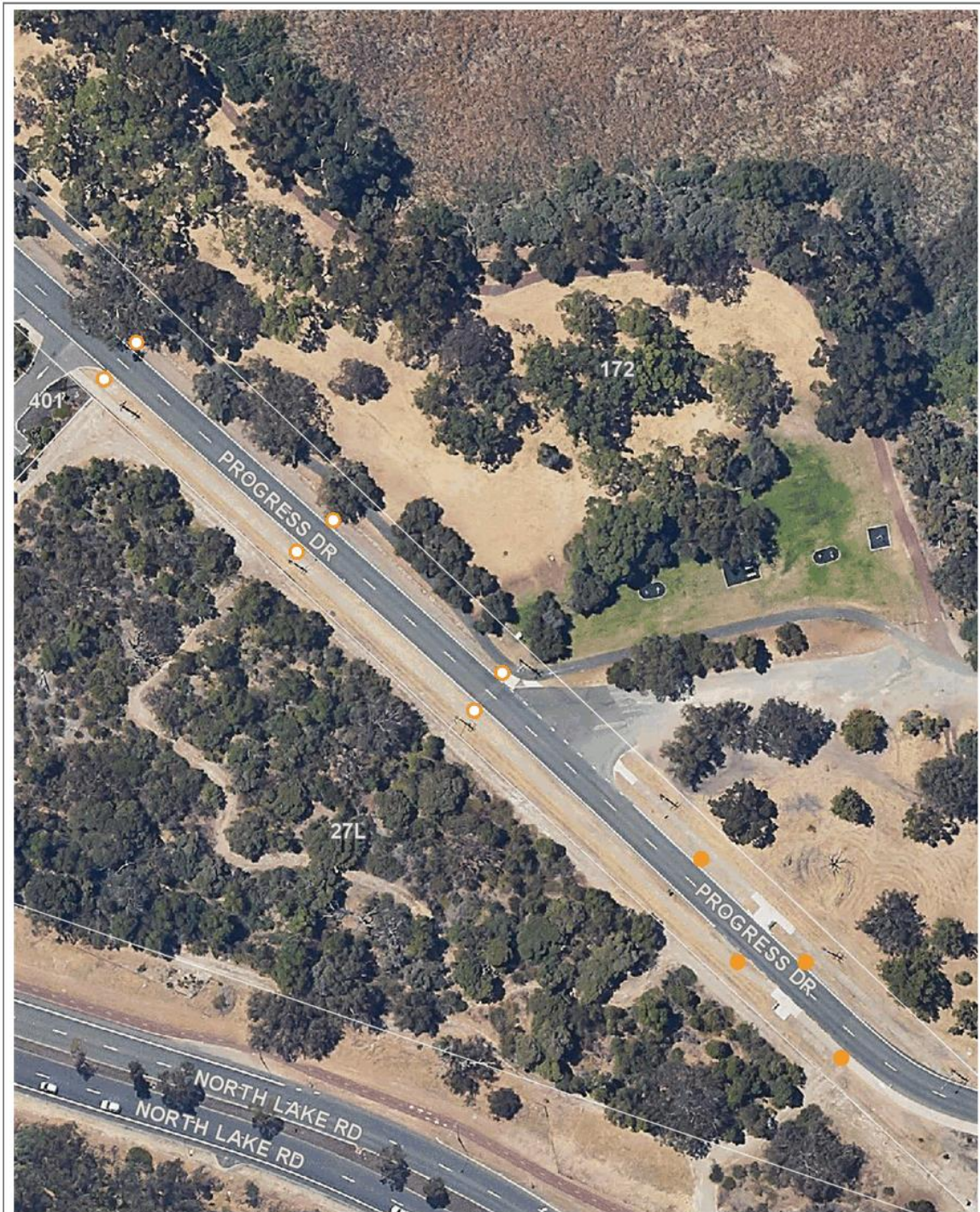
Parking layout drawing – Progress Drive - Gwilliam Drive to Bibra Drive, Bibra Lake
November 2023













 <p>City of Cockburn GIS Services Department</p>		<p>PRINTED ON: 28/11/2023</p>	<p>SCALE = 1:1158</p>	 <p>NORTH</p>
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14.4.2 Reconciliation Action Plan

Executive	Chief of Community Services
Author	Family and Community Development Manager
Attachments	1. Innovate Reconciliation Action Plan Draft ↓

RECOMMENDATION

That Council:

- (1) ADOPTS the City of Cockburn fourth Reconciliation Action Plan 2023-2025, as attached to the Agenda; and
- (2) REVIEWS the actions requiring financial contribution, as part of the forthcoming Long Term Financial Plan Review.

Background

The 8 March 2018 Ordinary Council Meeting resolved to adopt the City of Cockburn's Reconciliation Action Plan 2018–2021.

Following the Council decision in March 2018, the City received full endorsement from Reconciliation Australia (RA).

RA is a national not-for-profit community organisation that is the peak body in promoting, endorsing, and assisting organisations Australia-wide to develop and report on Reconciliation Action Plans (RAPs).

The City then launched its third Reconciliation Action Plan (Stretch level) to the community and commenced implementation of the Reconciliation Action Plan (RAP) 2018-2021.

RAPs create social change and economic opportunities for Aboriginal and Torres Strait Islander Australians.

There are four levels of RAPs: each framework sets out the minimum elements required from an organisation to build strong relationships, respect and opportunities.

City of Cockburn fulfilled the requirement of Reconciliation Australia that an Annual RAP Impact Survey be provided to them on the progress of an organisation's RAP in achieving the identified measurable targets.

Submission

N/A

Report

The City of Cockburn's Reconciliation Action Plan 2018- 2021 has expired.

Due to the challenges of Covid it was not feasible to undertake community engagement with the Aboriginal and Torres Strait Islander communities for a significant period.

As a result, the City was granted an extension to the renewal timeframe by RA and has been undertaking this process as outlined by RA since 2022.

The City has now completed a two-year Draft RAP 2023-2025 (Innovate level) which has been granted conditional endorsement by RA, prior to its presentation to Council.

The City's commitment to developing its fourth RAP 2023-2025 is to work towards the goal of closing the gap between First Nations people and other Australians with respect to equitable access to services, inclusion in decision making and access to employment and business opportunities, so that all people can be valued and participate fully in the Cockburn community.

Following a Request for Quote for Consultancy Services, the City contracted Kambarang Services to undertake community engagement and consultation with key stakeholders including the Aboriginal Reference Group (ARG), the RAP Steering Group, the broader Aboriginal and Torres Strait Islander community, City staff and Elected Members.

The consultant has:

- Consulted with relevant City staff regarding the community engagement requirements in developing the City's fourth RAP, ensuring diversity of consultation, strong representation from the Aboriginal and Torres Strait Islander community, as well as with the non-Indigenous community and staff, RAP Steering Group and Elected Members
- Delivered the consultations to the above and any other key stakeholders with feedback being recorded as part of the engagement process, to identify shared themes, interests, and concerns
- Prepared a more formal report as an outcome of the consultation with Aboriginal and Torres Strait Islander community members
- Delivered 'RAP Ready' training to City staff in preparation for the consultation process and the next steps in developing the draft RAP 2023–2025.

A RAP Working Group made up of a small number of relevant staff was formed to meet with the consultant, assist with the community engagement process and to undertake the review of the previous RAP 2018-2021 and the writing of the draft RAP 2023 – 2025.

The Working Group comprised the Head of Community Development and Services, the Family and Community Development Manager, the Aboriginal Cultural and Visitors Centre Manager and an Administration officer.

This group sat alongside the RAP Steering Group, made up of approximately 20 staff from all Business Units and including First Nations staff. The Steering Group will meet quarterly over the year for the duration of the RAP.

The review and consultation process found that the City's previous RAP 2018-2021 provided a strong framework to develop and ensure a wide range of initiatives.

RAP 2018 – 2021 key achievements:

- Providing guidance on First Nations cultural protocols for staff at the City as well as Cockburn residents via the City webpage which has been newly created.
- Progressing the Aboriginal Cultural and Visitors Centre located opposite the Bibra Lake wetlands.
- Cultural Competency training identified for all staff including an online training, a more general Cultural Education training delivered by First Nations providers, and the 'Let's Talk about Racism' workshops on addressing racism, delivered in collaboration with City of Melville. This training has been highlighted in articles in the LG (Local Government) Focus journal May 2021, and in the 2021 RAP Impact Report of Reconciliation Australia.
- Nyungar language incorporated into interpretive signage installed across the City in multiple parks, and meeting rooms at the City Administration and Operations Centre.
- Growth in National Reconciliation Week events each year, including Staff Forums, staff and community breakfast with Reconciliation WA, Run for Reconciliation and Annual Flag Raising events. Schools are also strongly interested in Reconciliation Week activities provided by the City, with one school undertaking a 12km return 'Reconciliation walk' with its older students to attend City events.
- Working with schools to support and share progress amongst staff developing their Narragunnawali Reconciliation Action Plan. The City has held two School RAP Forums in response to an ongoing keen level of interest in reconciliation from schools across the Cockburn region. The City has for ten years offered School Graduation Awards to a commended First Nations student in each of the primary and secondary schools, to the value of \$2000 in total across all schools.
- Growth in procurement of First Nations businesses with expenditure of \$280,000 across one year and 22 providers on the system.
- Acknowledgement of Country in both Nyungar and English on all City websites and as an email footer for all staff.
- First Nations employment at the City increased to 1.6 percent.

Strategic Plans/Policy Implications

Strategic Community Plan 2020-2030

- Community, Lifestyle and Security - A vibrant, healthy, safe, inclusive, and connected community.
 - 3:1 Accessible and inclusive community, recreation and cultural services and facilities that enrich our community
 - 3:3 Aboriginal and Torres Strait Islander cultures and other diverse cultures and heritage are recognised & celebrated
- Listening and Leading - A community focused, sustainable, accountable, and progressive organisation
 - 5:2 High quality and effective community engagement and customer service experiences
- Local Economy - A sustainable and diverse local economy that attracts increased investment and provides local employment
 - 1:1 Increased investment, economic growth and local employment

- Environmental Responsibility - A leader in environmental management that enhances and sustainably manages our local natural areas and resources
 - 2:1 Protection and enhancement of our natural areas, bushland, parks and open spaces
 - 2:2 Sustainable resource management including waste, water and energy

Budget/Financial Implications

- Most resource implications for actions in the implementation plan can be achieved within existing budgets.
- All actions which require additional municipal resources will need to be considered by Council through Council's strategic and annual budget process. The RAP will be spread across two financial years with two budget processes, and timelines for actions considering an even spread.
- Costing for community engagement for City projects, where input from Aboriginal and Torres Strait Islander stakeholders is required, needs to be realistic and built in to project planning.
- The actions in the RAP have been discussed with relevant Managers and presented to ExCo who have provided their endorsement of the draft RAP.

Legal Implications

N/A

Community Consultation

As part of the review and development of the RAP, Kambarang Services was contracted and undertook consultation and community engagement with:

- The City's Aboriginal Reference Group (ARG) - workshop
- The internal RAP Working Group - workshop
- City of Cockburn staff - workshop
- Aboriginal and Torres Strait Islander community - workshop
- Individual interviews with six key Traditional Owners, Elders or Knowledge Holders
- The wider Cockburn community via a Comment on Cockburn survey
- Staff meeting with the Cockburn Community Development Group (Residents Groups).

The Comment on Cockburn project page received 450 visits, with ten video views, and 111 people participating in the Survey.

Most respondents lived in Cockburn (85%) with 74% identifying as non-Aboriginal and 6% as Aboriginal or Torres Strait Islander (20% did not disclose).

A total of 378 submissions, either written (survey, email, Community Scorecard) or contributed via workshop or meeting format, were received including:

- Community surveys x 102
- Staff surveys x 9
- Emails x 3
- Aboriginal Reference Group x 11
- RAP Steering Group (staff) x 22

- Two Staff consultation workshops x 74 staff total
- Cockburn Community Development Group meeting x 14
- First Nations Community workshop x 17
- Individual interviews with Traditional Owners/Elders/Knowledge Holders x 7
- Community Scorecard feedback 2022 x 50
- Community Scorecard feedback 2023 x 6.

The consultation session with the Aboriginal and Torres Strait Islander community highlighted:

Relationships

- More transparent communications with Elders and families
- Building more trust with the community
- Information booklet or directory of local Aboriginal services and events.
- More education on Noongar culture in local schools
- Aboriginal Reference Group – ability to make recommendations to Council
- Meet and Greet – Aboriginal community and City of Cockburn staff
- More consultation in local planning and development
- A member of each appropriate family needs to sit on each board or committee
- Creation of community champions for up-and-coming Aboriginal leaders
- Build better relationships with Aboriginal employees
- Yarning circles implemented throughout the City
- More community meetings and forums
- Community Development and Aboriginal communication strategy.

Respect

- Special memorial for Rev Sealin Garlett (at the Cultural Centre)
- City of Cockburn to accept Uluru statement going forward
- Renumeration for consultation
- Noongar street names or dualled named
- More dual naming of locations within the City of Cockburn
- Children and youth need to have more of a voice and be included more.
- Support the change the date movement
- More language implemented throughout the City
- Recognition memorial for Aboriginal people who have served in the wars.

Opportunities

- Newsletter promoting local services and cultural events
- Local traineeships (both school-based and non)
- More local apprenticeships
- A program that connects local Aboriginal people access to local employers and opportunities
- More Aboriginal roles within the City of Cockburn
- Aboriginal advisory roles to the Council
- Everyone to have open invitations to events

- Provide a Noongar community list
- Centre of community services
- More cultural workshops and networking events.

The Aboriginal Reference Group (ARG) and the internal RAP Steering Group are closely aligned, with two senior staff representatives from the RAP Steering Group (one First Nations, one non-Indigenous) attending each of the ARG meetings and acting as a point of liaison and engagement between the two groups.

The City's Reconciliation Lead staff member will attend an ARG meeting at least twice per year to formally report on the RAP.

Representatives from the ARG are invited to attend the four RAP Steering Group meetings per year to build and strengthen working relationships between the two and provide input into the RAP implementation.

The City's RAP will be a standing item on the ARG agenda, with a particular focus on it during its review and renewal.

Regular updates, including achievements and challenges, will be discussed with the ARG throughout the implementation of the new RAP.

Reconciliation Australia (RA) is the non-government, not-for-profit foundation established to promote a continuing national focus for reconciliation between Aboriginal and Torres Strait Islander and non-Aboriginal Australians.

RA was able to provide an analysis from their perspective on the outcomes of the City's 2018–2021 Stretch RAP and recommend the means of moving forward:

- Development of a First Nations Community Engagement Framework to create a structured approach to consultation and engagement with First Nations community, building on the 2018-2021 RAP to embed best practice.
- Implementing innovative initiatives to engage the wider LGA in reconciliation prior to any potential future Stretch RAP development.
- Developing and implementing a Cultural Learning Framework including cultural competency training across the organization. This needs to be tried and tested to determine best practice.
- Develop a Cultural Protocol document for staff including use of Acknowledgement of Country and Welcome to Country, as well as how to communicate and keep this updated e.g., through an online learning portal/hub.
- Developing and implementing a First Nations Recruitment, retention, and professional development Framework which should be tried and tested to determine best practice.
- Increasing senior leadership engagement, confidence and understanding of the RAP commitments to ensure best possible support for the RAP and reconciliation.
- Embedding a clear approach to RAP Steering Group meetings and governance, ensuring senior leadership engagement and First Nations voices and perspectives.

- Developing and implementing a Staff Engagement strategy to communicate and embed knowledge of the RAP and importance of reconciliation across the organization.
- Developing a Communication Plan to assist in reaching external organisations and community groups across the wider LGA to inform, engage and strengthen understanding of reconciliation.

Risk Management Implications

If the Plan is adopted as recommended the financial implications of the actions contained in the Plan will need to be considered by Council in the relevant financial year and included in the Long-Term Financial Plan and Workforce Plan.

If the plan is not adopted by Council the City will not have a current Reconciliation Action Plan, which will result in reputational damage across the Local Government sector, Reconciliation sector and local community.

Advice to Proponent(s)/Submitters

N/A

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

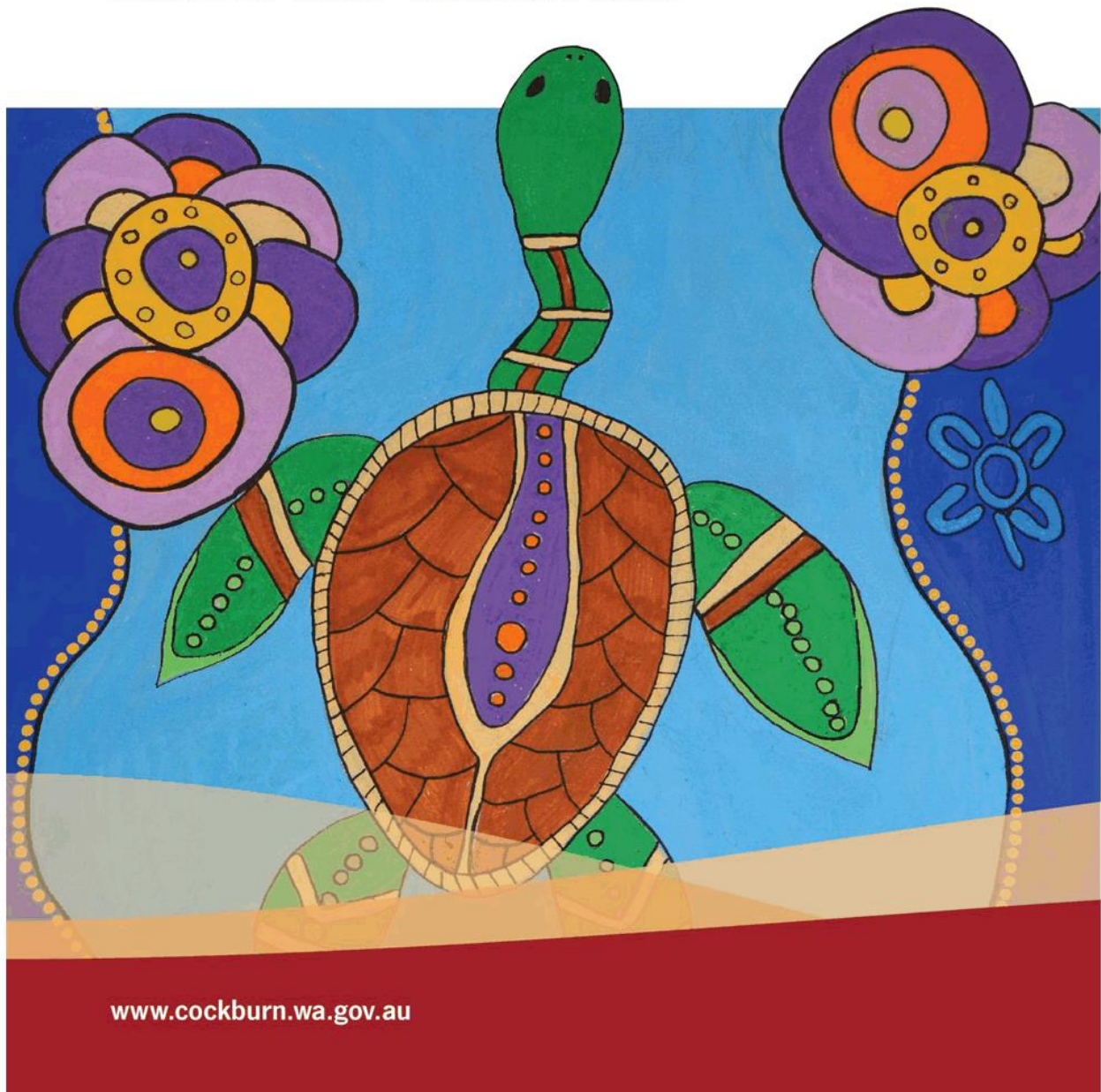
Nil



City of Cockburn

Innovate Reconciliation Action Plan

December 2023 - December 2025



www.cockburn.wa.gov.au

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Innovate Reconciliation Action Plan

December 2023 – December 2025

Acknowledgement of Country

Cockburn Nyungar moort Beeliar boodja-k kaadadjiny. Koora, yeyi, benang baalap nidja boodja-k kaaradjiny. Ngalak kaadatj dayin boodja, kep wer malayin. Ngalak kaditj boodjar kep wer kaadidjiny kalyakool yoodaniny, wer koora wer yeyi ngalak Birdiya koota-djinanginy.

City of Cockburn acknowledges the Nyungar people of Beeliar Boodja. Long ago, now and in the future, they care for Country. We acknowledge a continuing connection to land, waters and culture and pay our respects to Elders, past and present.

Whadjuk is one of the Nyungar groups occupying the southwest of Western Australia. Beeliar is one of the clans of the Whadjuk group of Nyungar, with Beeliar Nyungar meaning river people. What we know today as City of Cockburn is Beeliar Boodja (Beeliar Country).

Acknowledgement of front cover Artist, Kathleen Sherie

My name is Kathleen Sherie. I grew up on Beeliar Boodja and have connection to Minang/Goreng Country in the south of southwest Western Australian, through my grandmother.

The story of my painting:

Beeliar Boodja is the home of the yaakan/yakkin (long neck turtle). The circles represent the 24 suburbs in the Cockburn area. The shades of blue represent the land and lake or swamp, Boodja and pinjar/binger. The sitting people symbols are the respected Elders of the community past and present.

Our Vision for Reconciliation

Nidja City Cockburn baal djinang dandjoo-koorl moort-al warn moorditj kenyak yambo boola-boola dudjarak koordoodjinyal wer kaadadjiny. Ngaalang warn boorder-be dandidin djit kardakor Nyungar wer Torres Strait Islander wer warma noonakutt wagbella ali bandang moort baalap booder-be yokiny wer banga Cockburn moort.

Nyungar language translation by Reverend Sealin Garlett (dec.) and Charmaine Bennell.

The City of Cockburn's vision for reconciliation is to create an inclusive community with strong relationships across cultures based on mutual respect and understanding.

Our actions will contribute to the goal of closing the gap between Aboriginal and Torres Strait Islander peoples and other Australians with respect to equitable access to services, inclusion in decision making and to employment and business opportunities, so that all people can be valued and participate fully in the Cockburn community.



Message from the Mayor

Reconciliation Action Plans (RAPs) provide a Framework with actions, timeframes and requirements to report as a means of turning good intentions into measurable actions. They enable organisations to take meaningful action to progress reconciliation, increase equity, and listen to First Nations voices.

The City of Cockburn has had three RAPs 2011-2013, 2013-2016 and 2018-2021. The most recent was a 'Stretch' RAP which sets targets for employment, engaging with Aboriginal and Torres Strait Islander businesses and other actions. We're now moving to the next phase and have engaged with our community to produce an Innovate RAP which allows the City time to reflect on the state of reconciliation work across Cockburn and within our local government organisation and set new goals as required.

As we celebrate National Reconciliation Week, acknowledge Sorry Day, and extend our shared journey through various activities during NAIDOC Week there continues to be much more that we are able to do to as a community to 'Close the Gap' in terms of the health and life expectancy of Aboriginal and Torres Islander peoples and other significant gaps that remain as a challenge to us all.

Connectivity with Elders and the deliberations of our Aboriginal Reference Group are important elements in driving the process of knowledge sharing and providing guidance and recommendations to our Council on the many aspects of the RAP and other related activities. In particular I express special thanks to Reverend Mitchell Garlett for following in the footsteps of his father and providing guidance into the development of the City's Reconciliation Action Plan.

The City continues with the planning of the Aboriginal Cultural and Visitors Centre in Bibra Lake and investment in the education of Elected Members and staff in cultural competency training, so important to reflect our shared values, increasing our knowledge of Nyungar heritage, culture and language.

The City looks forward to working in partnership with our community over the next two years to take the next steps in our commitment to reconciliation by building on our successes from the previous Reconciliation Action Plans.

His Worship the Mayor
Logan K. Howlett, JP

Statement from Reconciliation Australia CEO

Since 2006, RAPs have provided a framework for organisations to leverage their structures and diverse spheres of influence to support the national reconciliation movement.

With over 2.3 million people now either working or studying in an organisation with a RAP, the program's potential for impact is greater than ever. City of Cockburn continues to be part of a strong network of more than 1,100 corporate, government, and not-for-profit organisations that have taken goodwill and transformed it into action.

The four RAP types — Reflect, Innovate, Stretch and Elevate — allow RAP partners to continuously strengthen reconciliation commitments and constantly strive to apply learnings in new ways.

An Innovate RAP is a crucial and rewarding period in an organisation's reconciliation journey. It is a time to build the strong foundations and relationships that ensure sustainable, thoughtful, and impactful RAP outcomes into the future.

An integral part of building these foundations is reflecting on and cataloguing the successes and challenges of previous RAPs. Learnings gained through effort and innovation are invaluable resources that City of Cockburn will continuously draw upon to create RAP commitments rooted in experience and maturity.

These learnings extend to City of Cockburn the lens of reconciliation to better understand its core business, sphere of influence, and diverse community of staff and stakeholders.

The RAP program's emphasis on *relationships*, *respect*, and *opportunities* gives organisations a framework from which to foster connections with Aboriginal and Torres Strait Islander peoples rooted in mutual collaboration and trust.

This Innovate RAP is an opportunity for City of Cockburn to strengthen these relationships, gain crucial experience, and nurture connections that will become the lifeblood of its future RAP commitments. By enabling and empowering staff to contribute to this process, City of Cockburn will ensure shared and cooperative success in the long-term.

Gaining experience and reflecting on pertinent learnings will ensure the sustainability of City of Cockburn's future RAPs and reconciliation initiatives, providing meaningful impact toward Australia's reconciliation journey.

Congratulations City of Cockburn on your Innovate RAP and I look forward to following your ongoing reconciliation journey.

Karen Mundine, Chief Executive Officer
Reconciliation Australia

The Land, Our People and Our Business

The City of Cockburn is centrally located in the southern suburbs of Perth, Western Australia, on Whadjuk Nyungar Boodja (the land of the Whadjuk Nyungar people) between the coast and Jandakot Airport.

More than 122,000 people live in the City's 24 suburbs and this is expected to grow to over 170,000 by 2036. Cockburn is made up of vibrant communities, old and new. It is a place of diverse people, lifestyles and experience, with an environment ranging from pristine beaches and two chains of wetlands to parks and world-class recreation facilities.

Bibra Lake Regional Playground is a unique nature play facility with a First Nations design and focus incorporating sculptures, natural plantings and a special circle in amongst rocks where you can hear Nyungar stories.

The City of Cockburn is an epicentre of innovation and opportunity for industry and a major contributor of economic activity and employment in the state. It is home to five of WA's most successful industrial hubs, with everything from defence to manufacturing, and has 9,297 businesses spread across the region. Cockburn Central, in the rapidly growing heart of the City is home to the award-winning Cockburn ARC (Aquatic and Recreation Centre) and Fremantle Football Club.

Core business for the City is the delivery of a wide range of services to Cockburn residents including the provision of community infrastructure; the maintenance and development of community facilities; the provision of municipal services such as community safety and waste collection; significant community events and the regulatory services associated with planning and development.

There is a large Community Services area including Youth, Seniors, Recreation, Children and Child Care, Community Development, Disability Access and Inclusion, Cultural Diversity, Volunteering and First Nations Community Development. The City also has a strong history of direct service delivery and manages several grant-funded community services including Family and Individual Support Services, Financial Counselling, Cockburn Parenting Service, targeted Youth Services programs and others.

As of May 2023, there are 1,069 employees - 448 full-time, 196 part-time, and 425 casual staff. There are currently ten Aboriginal and/or Torres Strait Islander staff.

The City of Cockburn services the community with an Administration building in Spearwood, three libraries, a Youth Centre, Seniors Centre, and Operations Centre, sixteen Community Centres, Cockburn Aquatic and Recreation Centre, and with staff also co-located at Coolbellup Community Hub, Cockburn Integrated Health Facility and Cockburn Care facility.

The City's Spheres of Influence



High influence, high interest – **Manage**

- Local Elders and Knowledge Holders
- The City's Aboriginal Reference Group
- State and Federal Ministers for Aboriginal Australians
- Elected Members of Council
- City Executives.



High influence, low interest – **Satisfy**

- Local Aboriginal residents
- City Staff.



Low influence, low interest – **Recognise**

- Local sporting groups
- Local community groups
- Fremantle Dockers Football Club
- Local schools
- Neighbouring LGAs (local government areas)
- City suppliers/contractors.



Low influence, high interest – **Inform**

- Local MPs
- Local Police
- Local Service providers (St John of God, Curtin Uni, Multicultural Futures; Bridging the Gap)
- Partnering organisations – Financial Wellbeing Collective (Anglicare/Uniting Care); Southwest Metro Parenting Service (Meerilinga, KEYs), Connecting Community for Kids (CCK); Imagined Futures
- Locally active Aboriginal groups/organisations – 'My Time' Aboriginal parenting group; Moorditj Koort Aboriginal Corporation
- Aboriginal businesses engaged/contracted by the City.

Our RAP Journey

Our first defined steps towards reconciliation began in 2002 with the establishment of the City's Aboriginal Reference Group (ARG), which has met regularly since then. An Aboriginal Community Development Officer role was initiated in 2003 and there are now two such roles in place. We became the first Perth metropolitan area local government to have a RAP approved in 2011.

The City has been on a journey towards reconciliation for over 20 years, has developed and implemented three RAPs during that time, and is now developing the fourth RAP.

Reconciliation is especially important to us as a local government organisation, working with and representing our local community in all its diversity. We want to ensure inclusion in local government life, and respectful and genuine relationships with the Whadjuk Nyungar people as the First People of this region. Working towards reconciliation as an ongoing journey, is the job of non-Indigenous people. We can hope to do this alongside First Nations people, based on strong relationships, as there is so much for us to learn and understand.

The City has undertaken a focus on Anti-Racism since 2020, with the development and delivery of the 'Let's Talk About Racism' workshop series to staff, in collaboration with a neighbouring local government, City of Melville. These workshops include First Nations staff and non-Indigenous staff together, with more than seven Series (28 workshops) delivered between 2020 and 2023 to more than 400 staff in total. Alongside this training, a 'Discrimination, Harassment and Bullying' Policy (ECM 11385354) was developed and adopted as of February 14, 2023.

The City has decided to undertake an Innovate RAP for the next period 2023-2025. There has been a significant degree of change in the organisation over the past two years, along with Covid in the time prior. We will use this two-year timeframe to consolidate the work we have completed and implement a range of new and exciting initiatives. One of our key goals is to effectively embed our reconciliation work right throughout the organisation, in all corners, and this will be our focus for the time ahead.

The overall RAP Champion for the organisation will be the CEO.

The City has also now appointed a dedicated part time Reconciliation Lead role.

The internal RAP Steering Group (RSG) will meet quarterly. The RSG includes the Business areas below, with six First Nations people included as members:

- Reconciliation Lead
- Sustainability and Environment
- Culture and Transformation
- Library and Cultural Services
- Strategic Planning
- Strategy and Integrated Planning
- Community Development
- Aboriginal Cultural and Visitor Centre Manager (First Nations)
- People Experience (HR)
- Community Development and Services
- Youth Services
- First Nations Community Development x 2 (First Nations)
- Finance
- Seniors Centre
- Strategic Procurement
- Advocacy and Engagement
- Media and Communications
- Property and Assets
- Recreation Infrastructure and Services
- Operations and Maintenance
- Community Safety
- Library Officer (First Nations)
- City of Cockburn Aboriginal Reference Group representatives (First Nations).

City of Cockburn has had an Aboriginal Reference Group (ARG) in place continuously since 2002. Two Elected Members also attend, unless it is a special meeting for a specific reason, and the First Nations Community Development staff attend and one or two non-Indigenous staff. The ARG is chaired by one of the Reference Group's First Nations members, with a Deputy Chair as well.

The ARG and the RAP Steering Group are closely aligned with two senior staff representatives from the RAP Steering Group (one First Nations, one non-Indigenous) attending each of the ARG meetings and acting as a point of liaison and engagement between the two groups. The City's Reconciliation Lead staff member will attend an ARG meeting at least twice per year to formally report on the RAP.

Representatives from the ARG are invited to attend the four RAP Steering Group meetings per year to build and strengthen working relationships between the two and provide input into the RAP implementation. The City's RAP is a standing item on the ARG agenda, with a particular focus on it during its review and renewal. A consultation session was undertaken with the ARG in 2022 by Kambarang Consultancy, a local Aboriginal-owned business who are delivering the community engagement for the RAP. Regular updates, including achievements and challenges, will be discussed with the ARG throughout the implementation of the new RAP.



Previous RAPs

RAP 2011 – 2013 Key Achievements

- ✓ A Welcome to Country at each of the City's Citizenship ceremonies (11-14 ceremonies per year). A welcome message in Nyungar language is on the event program given to all attendees.
- ✓ Aboriginal and Torres Strait Islander flags are flown all year round at City Admin building.
- ✓ Reconciliation Week and NAIDOC Week are celebrated annually with Flag Raising ceremonies, talks and entertainment.
- ✓ Delivery of regular Aboriginal Cultural Awareness training to staff.
- ✓ The annual purchase of artwork by local Aboriginal and Torres Strait Islander artists for display at City facilities.
- ✓ The creation of a local Aboriginal history and culture booklet, 'Beeliar Boodjar' by two First Nations academics and researchers.
- ✓ An addition to our annual Student Graduation Awards of an Aboriginal and Torres Strait Islander award for each primary and high school.
- ✓ Delivery of healthy eating, activity and lifestyle (HEAL) programs for Aboriginal and Torres Strait Islander community.
- ✓ The City's Aboriginal Reference Group (started in 2002) continued to meet monthly with Elected Member representation also on board.

RAP 2013 – 2016 Key Achievements

- ✓ Nyungar language was incorporated in naming of streets, parks, other locations, and the new Skate Park.
- ✓ Supplying up to five hours/week free access to community hall use for Aboriginal and Torres Strait Islander cultural activities and for community Wakes.
- ✓ Aboriginal artwork was commissioned and installed, and the Nyungar Tourist Trail brochure created to highlight sites of interest and artwork at Port Coogee. The marina beach at Port Coogee was named Ngarkal (Seagull) Beach with a background story provided by a local Nyungar family.
- ✓ Partnered with Curtin University in the creation of the Derbal Nara website covering Cockburn Sound Country, stories, and family.
- ✓ An Acknowledgement of Country is included in the official format of all Ordinary Council Meetings and Special Council Meetings.
- ✓ The City's Social Procurement Guideline was developed with a focus on increasing engagement with Aboriginal majority-owned businesses.
- ✓ An Equal Employment Opportunity Management Plan was developed in 2016 which included recruitment and retention strategies aimed at Aboriginal and Torres Strait Islander staff.



RAP 2018 – 2021 Key Achievements

- ✓ Providing guidance on First Nations cultural protocols for staff at the City as well as Cockburn residents via the City webpage. A new dedicated landing page on the City website has been developed for Reconciliation covering our Vision for Reconciliation; the RAP and regular updates on its implementation; Reconciliation activities and events; how to get involved and a Resources page. This will be regularly reviewed and updated.
- ✓ Progressing the Aboriginal Cultural and Visitors Centre located in bushland opposite the Bibra Lake wetlands. The City's Aboriginal Reference Group (ARG) endorsed the Aboriginal Cultural and Visitors Centre's detailed design, and an Aboriginal Advisory Group was formed to provide ongoing cultural guidance. The Centre's design is inspired by the area's native Southwestern snake-necked turtle, making it a unique attraction in metropolitan Perth. It will also provide employment and small business opportunities for Aboriginal and Torres Strait Islander people through the creation of dedicated First Nations staff positions and the delivery of cultural experiences and walks, art and craft, bushtucker, catering and as a gathering place for community.

The City has worked closely with the ARG, the wider First Nations community and the architect to ensure the design will provide cultural and environmental benefits. A reworked design was endorsed by Council on 9 December 2021. The Centre will be a place of recognition and learning about Nyungar culture, language, music, art and dance, with educational programs that fit the school curriculum; Cultural Awareness training; Reconciliation activities and celebrations; and a Visitors Information Centre, retail shop and cafe. Construction of the Aboriginal Cultural and Visitors Centre is anticipated to commence in 2024.

- ✓ Cultural Competency training identified for all staff and for those areas where it should be mandatory (most people). This includes an online introductory training, a more general Cultural Education training delivered by First Nations providers, and the 'Let's Talk about Racism' workshops on addressing racism and building a network of Allies to First Nations.
- ✓ Nyungar language incorporated into interpretive signage installed across the City in multiple parks including Manning Park, Bibra Lake, Banksia Eucalypt Woodland Reserve, Kurrajong Reserve and at C.Y. O'Connor beach. Meeting rooms at the City Administration and Operations Centre now have Nyungar names.
- ✓ 'Let's Talk about Racism' cultural competency training developed by staff and delivered as a collaborative project with City of Melville to staff and invited guests from other local governments and organisations. The Series of four workshops was initially run as a Pilot Program in July 2020 with First Nations staff and non-Indigenous staff together in attendance and in the Facilitator role. The key goal of the training is to educate and

encourage a personal and professional journey of self-reflection as a means of building a cohort of Allies to First Nations staff and peoples. Each Series comprises 12 hours of training over four workshops, with now more than seven Series (28 workshops) delivered to about 400 staff across both local governments. The content of each workshop includes truth-telling Panels, experiential activities, Listening Partnerships, information and sharing of stories. The impact has proved to be powerful, personal and effective in bringing about change in the area of addressing the ongoing challenges of racism, both on a personal and organisational level. This training has been highlighted in articles in the LG (local government) Focus journal May 2021 and in the 2021 RAP Impact Report of Reconciliation Australia.

- ✓ Growth in National Reconciliation Week events each year, including Staff Forums, Staff and community breakfast with Reconciliation WA, Run for Reconciliation and Annual Flag Raising events.
- ✓ Working with schools to support and share progress amongst staff developing their Narragunnawali Reconciliation Action Plan. The City has held two School RAP Forums in response to an ongoing keen level of interest in reconciliation from schools across the Cockburn region. Seven schools attended the Forum in 2022, with one presenting on their Narragunnawali RAP journey, along with a presentation from Reconciliation WA. It is planned for this to be an annual Forum as a means of connecting schools who are developing RAPs or wanting to. Schools are also strongly interested in National Reconciliation Week (NRW) activities provided by the City, with one school undertaking a 12 km return 'Reconciliation walk' with its older students from the school to the City Administration for the annual flag-raising and opening of NRW. Long Daycare Centres which have developed a RAP also attend the event with some of the children in their care. First Nations Community Development staff provide information to schools regularly in regard to Welcome to Country providers and Aboriginal and Torres Strait Islander businesses. In addition the City has for ten years offered School Graduation Awards to a commended First Nations student in each of the primary and secondary schools, to the value of \$2,000 in total across all schools.
- ✓ Growth in procurement of First Nations businesses with expenditure of \$280,000 across one year and 22 providers on the system.
- ✓ Acknowledgement of Country in both Nyungar and English on all City websites and as an email footer for all staff.
- ✓ First Nations employment at the City has increased to 1.6 per cent.

RAP 2018 – 2021 Learnings and Challenges

- The City is ambitious in its goals for Reconciliation and has taken on some large projects. One of these is the Aboriginal Cultural and Visitors Centre which has been in development for some years and is close to coming to fruition. The dedicated work on this project continues. The other is the 'Let's Talk about Racism' Series of workshops which is unique to the partnership between Cities of Cockburn and Melville, and highly regarded across the local government and community services sector. This has allowed our two local governments to take a deep dive into anti-racism work over a two and-a-half year period with many learnings and revisions along the way, especially as we work hand-in-hand with First Nations staff throughout the planning and delivery. Series seven now looks a bit different to Series one, based on trial and error and much discussion and input from First Nations as well as non-Indigenous staff. The CEOs and Executive of each LGA are demonstrating a strong and ongoing commitment to this important work.
- It has been a challenge to effectively embed accountability and ownership of the RAP across the organisation. This has left the workload and cultural load in the Community Development work area rather than taken up by the diverse areas of the whole organisation. The strengthening of reconciliation across the organisation is reliant on many staff and work areas seeing the benefits and having a vested interest in reconciliation. This will be achieved through the development and implementation of several key documents:
 - Cultural Learning Strategy to cover all employees and Elected Members and ensure a stronger level of organizational cultural competency.
 - Communications Plan to ensure education and promotion of the RAP and broader reconciliation perspectives and learnings to all staff.
 - Community Engagement Framework to ensure stronger relationships with First Nations stakeholders across a growing number of projects and initiatives, and strategies to include First Nations voices from the outset and in partnership where possible.
- There is identified keen interest in reconciliation and the City's RAP from various parts of the Cockburn community. This was highlighted during presentations to Residents' Groups, meetings with Aboriginal and Torres Strait Islander residents, survey responses throughout the RAP consultation process and direct individual contact from Cockburn residents. The RAP community engagement process also reflected pockets of strong feelings against the efforts of reconciliation and questioning the benefits of RAPs. These attitudes and perceptions have come to the fore, for example when a Mosque was built at a City location, and again throughout the Referendum process. There is a need for strategies to educate and promote the City's ongoing commitment to reconciliation and to offer more targeted information and workshops to residents and community stakeholders. Strategies will be identified through the development of a Communications Plan to cover the wider local government area.



Relationships

City of Cockburn values the diversity of the people who make up our community and in particular acknowledges Whadjuk Nyungar as the First Peoples of Beeliar Boodja. We welcome all Aboriginal and Torres Strait Islander people who have made their home here. Through genuine, honest, and respectful relationships we aim to walk together on this Country. As an organisation we can create strong relationships by listening and welcoming the perspective of First Nations people in all aspects of the work we undertake.

Focus area: Strategic Community Plan 2020-2030

Outcome: Community, Lifestyle and Security - A vibrant, healthy, safe, inclusive, and connected community.

3:3 Aboriginal and Torres Strait Islander cultures and other diverse cultures and heritage are recognised and celebrated.

Outcome: Listening and Leading - A community focused, sustainable, accountable, and progressive organization.

5:2 High quality and effective community engagement and customer service experiences.

Action	Deliverable	Timeline	Responsibility
1. Establish and maintain mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations.	1. Continue to meet with local Aboriginal and Torres Strait Islander stakeholders and organisations to develop guiding principles for future relationships, including with the City's Aboriginal Reference Group (ARG).	June 2024	Community Development Manager
	2. Develop and implement a First Nations Community Engagement Framework to work with Aboriginal and Torres Strait Islander stakeholders and organisations.	June 2024	Community Development Manager

			Manager Advocacy and Engagement
	3. Actively seek to understand and appropriately respond to local Aboriginal and Torres Strait Islander people's needs as part of community engagement and consultation activities.	June 2024	Manager Advocacy and Engagement
	4. Investigate the possibility of engaging a First Nations organisation in land management work at the City.	July 2025	Environmental Coordinator (Enviro Management Policy and Planning) Environmental Supervisor (Environment, Parks and Streetscapes)
2. Build relationships through celebrating National Reconciliation Week (NRW).	1. Circulate Reconciliation Australia's NRW resources and reconciliation materials to our staff.	April 2024, 2025	NRW Working Group Lead
	2. RAP Working Group members to participate in an external NRW event.	27 May-3 June 2024, 2025	NRW Working Group Lead
	3. Encourage and support staff and senior leaders to participate in at least one external event to recognise and celebrate NRW.	27 May-3 June 2024, 2025	Reconciliation Lead NRW Working Group Lead
	4. Organise at least one NRW event each year and register all City events on Reconciliation Australia's NRW website.	27 May-3 June 2024, 2025	Reconciliation Lead NRW Working Group Lead

3. Promote reconciliation through our sphere of influence.	1. Develop and implement a Communications Plan to raise awareness of reconciliation both internally with staff and externally with the public.	June 2024	Communications and Marketing Manager
	2. Communicate our commitment to reconciliation publicly.	February 2024	Reconciliation Lead
	3. Identify opportunities to positively influence our external stakeholders to drive reconciliation outcomes, including Resident Groups, community groups, schools, early learning, businesses and others.	November 2024	Head Community Development and Services
	4. Collaborate with RAP organisations such as Reconciliation WA, local governments, LG Pro and others to develop innovative approaches to advance reconciliation.	May 2024 May 2025	Reconciliation Lead
4. Promote positive race relations through anti-discrimination strategies.	1. Undertake review of the 'Discrimination, Harassment and Bullying' policy to ensure it adequately addresses racism in the workplace	February 2025	Acting Executive People Experience
	2. Communicate and promote the City of Cockburn's 'Discrimination, Harassment and Bullying' Policy.	July 2025	Governance Manager
	3. Engage with Aboriginal and Torres Strait Islander staff and/or advisors to consult on our anti-discrimination strategies.	July 2025	Acting Executive People Experience
	4. Educate senior leaders and all staff on the effects of racism and engage all staff in learning opportunities such as the 'Let's Talk about Racism' training in partnership with another organisation.	March 2024, December 2024 June 2025	Reconciliation Lead



Respect

The City acknowledges that respect for Whadjuk Nyungar people and for all other First Nations people who have settled in Cockburn is an essential foundation for building genuine relationships and a connected, safe and welcoming community. We commit to building a deep understanding of culture, history and protocols through learning, listening, relationships and celebration. We can take immense pride in the First Peoples of this land and will demonstrate that visibly across the City.

Focus area: Strategic Community Plan 2020-2030

Outcome: Community, Lifestyle and Security - A vibrant, healthy, safe, inclusive and connected community.

3:3 Aboriginal and Torres Strait Islander cultures and other diverse cultures and heritage are recognised & celebrated.

Action	Deliverable	Timeline	Responsibility
5. Increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights through cultural learning.	1. Conduct a review of First Nations cultural learning needs within our organisation.	June 2024	Community Development Manager
	2. Consult local Traditional Owners and/or Aboriginal and Torres Strait Islander advisors to inform our cultural learning strategy.	July 2025	Community Development Manager
	3. Develop, implement, and communicate a Cultural Learning Framework document for our staff.	July 2024	Organisational Development Coordinator

	4. Provide opportunities for all staff and senior leadership to participate in formal and structured cultural learning.	June 2024 June 2025	Organisational Development Coordinator
	5. Provide opportunities for Elected Members to participate in formal and structured cultural learning.	June 2024 June 2025	Chief Community Services Executive Governance and Strategy
6. Demonstrate respect to Aboriginal and Torres Strait Islander peoples by observing cultural protocols.	1. Increase staff's understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols.	December 2024 June 2025	Community Development Manager
	2. Develop, implement and communicate a cultural protocol location on staff Intranet including protocols for Welcome to Country and Acknowledgement of Country.	December 2024	Community Development Manager Reconciliation Lead
	3. Include a Welcome to Country or Acknowledgement of Country, according to appropriate protocol, at significant events and at important meetings.	December 2023	Head of Library and Cultural Services CEO
	4. Ensure appropriate cultural protocols are considered in the delivery of all City events and arts and cultural endeavours.	July 2025	Head of Library and Cultural Services

7. Build respect for Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.	1. Engage the Events and Arts and Cultural Team to have a stronger presence in the planning and delivery of NAIDOC activations to ensure increased organisational capacity, stakeholder engagement and shared ownership that doesn't rely only on First Nations staff.	January 2024 June 2024	Head of Library and Cultural Services
	2. RAP Working Group to participate in an external NAIDOC Week event.	July 2024, 2025	Head Community Development and Services
	3. Review HR policies and procedures to remove barriers to staff participating in NAIDOC Week	July 2024, 2025	Acting Executive People Experience
	4. Promote and encourage the participation of all staff in external and internal NAIDOC events, particularly the City's Launch of NAIDOC Week.	July 2024 July 2025	CEO Head Community Development and Services
8. Ensure an Acknowledgement of Country is visible at all City premises and Aboriginal and Torres Strait Islander flags can be flown at key venues.	1. Develop a two-year Plan for the installation of flagpoles and Acknowledgement of Country signage at identified key City facilities including the City Administration Centre.	July 2025	Reconciliation Lead
	2. Implement the installation of flagpoles and Acknowledgement of Country signage at identified key City facilities, as per Plan.	July 2025	City Facilities Manager
	3. Develop a Plan and undertake implementation to extend dual naming of features and naming of locations, parks and facilities across the City.	June 2024 June 2025	Community Development Manager Manager Property Services, Land and Leasing

9. Strengthen knowledge and pride in Nyungar language across the community and incorporate it visibly across the City in signage and naming.	1. Investigate opportunities to develop knowledge and interpretation of places, placenames and meanings and stories through potential partnerships and funding.	June 2024	Reconciliation Lead Community Development Manager Sustainability and Climate Change Coordinator
	2. Engage with Traditional Owners to Incorporate Nyungar language into interpretive signage when updating existing artwork, implementing new signs or other communications.	December 2024 August 2025	Sustainability and Climate Change Coordinator Community Development Manager Corporate Affairs Manager
10. Work with local primary schools to strengthen cultural awareness and respect for First Nations cultures and peoples.	1. Develop a partnership with at least one local community group/organisation to deliver a free event focusing on reconciliation to schools in the Cockburn area.	December 2023	Community Development Manager
	2. Deliver an annual event to provide cultural education to both First Nations and non-Indigenous students at local schools through truth-telling, stories, dance performances and other culturally safe activities.	August 2024, 2025	Community Development Manager

11. Visibly promote local Aboriginal and Torres Strait Islander cultures in our area.	1. Create opportunities for residents to connect with Country and First Nations peoples through cultural events and workshops.	July 2024 July 2025	Head of Sustainability and Environment Community Development Manager
	2. Regularly update and maintain the City's website to help community expand their understanding of First Nations cultures, protocols, histories and of the local Aboriginal and Torres Strait Islander community.	March 2024	Comms and Marketing Manager Community Development Manager



Opportunities

The City will work to create and support initiatives and opportunities for First Nations people in our region in order to strengthen equitable participation in our community and in the organisation. We will all benefit from the contributions and perspectives of Aboriginal and Torres Strait Islander people.

Focus area: Strategic Community Plan 2020-2030

Outcome: Community, Lifestyle and Security - A vibrant, healthy, safe, inclusive and connected community.

3:1 Accessible and inclusive community, recreation and cultural services and facilities that enrich our community

Outcome: Local Economy - A sustainable and diverse local economy that attracts increased investment and provides local employment

1:1 Increased investment, economic growth and local employment

Outcome: Environmental Responsibility - A leader in environmental management that enhances and sustainably manages our local natural areas and resources

2:1 Protection and enhancement of our natural areas, bushland, parks and open spaces

2:2 Sustainable resource management including waste, water and energy.

Action	Deliverable	Timeline	Responsibility
12. Improve employment outcomes by increasing Aboriginal and Torres Strait	1. Build understanding of current Aboriginal and Torres Strait Islander staffing to inform future employment and professional development opportunities.	June 2024	Acting Executive People Experience

Islander recruitment, retention, and professional development.	2. Engage with Aboriginal and Torres Strait Islander staff to consult on our recruitment, retention and professional development Framework	February 2024	Acting Executive People Experience
	3. Develop and implement an Aboriginal and Torres Strait Islander Employment Framework focused on recruitment, retention and professional development.	April 2024	Acting Executive People Experience
	4. Advertise job vacancies to effectively reach Aboriginal and Torres Strait Islander stakeholders.	March 2024	Acting Executive People Experience
	5. Review HR and recruitment procedures and policies to remove barriers to Aboriginal and Torres Strait Islander participation in our workplace.	February 2024	Acting Executive People Experience
	6. Investigate partnerships with organisations to encourage Aboriginal and Torres Strait Islander specific cadetships, work placements and other employment pathways.	April 2024	Acting Executive People Experience Comm Dev Manager
13. Increase Aboriginal and Torres Strait Islander supplier diversity to support improved economic and social outcomes.	1. Regularly review and update the City's Aboriginal and Torres Strait Islander procurement strategy.	June 2024 June 2025	Strategic Procurement Manager
	2. Investigate Supply Nation or Noongar Chamber of Commerce membership.	March 2024	Strategic Procurement Manager Community Development Manager

	3. Develop and promote opportunities for procurement of goods and services from Aboriginal and Torres Strait Islander businesses to staff.	December 2024	Strategic Procurement Manager
	4. Review and update procurement practices to remove barriers to procuring goods and services from Aboriginal and Torres Strait Islander businesses.	December 2024	Strategic Procurement Manager
	5. Develop commercial relationships with Aboriginal and/or Torres Strait Islander businesses.	May 2024 May 2025	Strategic Procurement Manager
14. Invest in the preservation of cultural heritage and visitor education at significant sites.	1. Secure Council endorsement for the construction phase of the planned Aboriginal Cultural and Visitors Centre at Bibra Lake.	June 2024	Chief of Community Services
	2. Establish the Nyungar name for the Aboriginal Cultural and Visitors Centre in consultation with local Elders, Knowledge Holders and Community Groups.	June 2024	Community Development Manager
	3. Commence construction of the planned Aboriginal Cultural and Visitors Centre at Bibra Lake.	August 2025	Chief of Community Services
15. Engage and support Senior's Services staff/volunteers to participate in and contribute to reconciliation activities within Cockburn.	1. Develop an Implementation Plan to create reconciliation-focused opportunities at Cockburn Seniors Centre and Cockburn Care.	May 2024 May 2025	Seniors and Childcare Manager
	2. Deliver appropriate cultural education training to Senior Services volunteers and staff to ensure understanding and engagement with the reconciliation activities.	December 2024 August 2025	Seniors and Childcare Manager
16. Ensure Council services are available and culturally appropriate for First Nations	1. Continue to build strong relationships with First Nations young people, including communication with extended family and	June 2024 June 2025	Youth Services Manager

communities to strengthen all aspects of wellbeing.	community, via key annual events and culturally appropriate case work.		
	2. Investigate the option of on-going municipal resourcing for the 'Ngaany Djang' My Time Aboriginal parents and grandparents' group as a valued Aboriginal and Torres Strait Islander-led group in Cockburn.	January 2024	Family and Community Services Manager



Governance

Focus area: Strategic Community Plan 2020-2030

Outcome: Listening and Leading: A community focused, sustainable, accountable and progressive organisation.

5:2 High quality and effective community engagement and customer service experiences.

Action	Deliverable	Timeline	Responsibility
17. Establish and maintain an effective RAP Steering Group (RSG) to drive governance of the RAP.	1. Maintain Aboriginal and Torres Strait Islander staff representation on RSG	December 2023	Reconciliation Lead
	2. Apply the Terms of Reference for the RSG and review as needed.	December 2023 and annually	Reconciliation Lead Manager Legal and Compliance

	3. Meet four times per year to drive and monitor RAP implementation.	March, June, Sept, Dec 2024, 2025	Reconciliation Lead
18. Ensure genuine and ongoing engagement with the Aboriginal Reference Group (ARG) to support Council's work.	1. Executive to strengthen relationship with ARG through in-person meetings.	March 2024	CEO ExCo
	2. Elected members to strengthen relationship with ARG through in-person meetings.	December 2024	Governance Office of the Mayor
	3. Discuss reconciliation and RAP achievements, challenges and learnings with the ARG.	October, Mar 2024, 2025	Reconciliation Lead
19. Provide appropriate support for effective implementation of RAP commitments.	1. Define resource needs for RAP implementation as part of RAP development. Review annually in line with budget preparation.	December 2023	CEO Chief of Finance
	2. Engage our senior leaders and other staff in the delivery of RAP commitments and regular reporting of achievements.	December 2023	Reconciliation Lead ExCo

	3. Identify appropriate systems to track, measure and report on RAP commitments and resource as required.	February 2024	Reconciliation Lead Manager Strategy and Integrated Planning
	4. Maintain internal RAP Champion/s from senior management.	December 2023	CEO
20. Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.	1. Complete and submit the annual RAP Impact Survey to Reconciliation Australia.	30 September, annually	Reconciliation Lead
	2. Report RAP progress to all staff and senior leaders quarterly.	March, June, September, December 2024, 2025	Reconciliation Lead Manager Strategy and Integrated Planning
	3. Publicly report our RAP achievements, challenges and learnings	September 2024, 2025	Reconciliation Lead

			Communications and Marketing
	4. Investigate participating in Reconciliation Australia's biennial Workplace RAP Barometer.	March 2024	Reconciliation Lead
	5. Submit a traffic light report to Reconciliation Australia, Executive staff, Elected Members and Aboriginal Reference Group (ARG) at the conclusion of this RAP.	August 2025	Reconciliation Lead Manager Strategy and Integrated Planning
21. Continue our reconciliation journey by developing our next RAP.	1. Register via Reconciliation Australia's website to begin developing our next RAP https://rap.reconciliation.org.au/s/registration	July 2025	Reconciliation Lead

Contact

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 This information is available in alternative formats upon request.

14.5 Governance and Strategy

14.5.1 North Coogee - Name Change Proposal

Executive	Executive Governance and Strategy
Author	Manager Legal and Compliance
Attachments	<ol style="list-style-type: none">1. North Coogee Name Change Submission ↓2. Landgate Geographic Names Policies ↓3. Name Change Proposal Process ↓

RECOMMENDATION

That Council:

- (1) SUPPORTS the North Coogee Proposed Name Change Submission dated 11 September 2023, submitted by the Port Coogee Community Association and the Catherine Point Community Group to change the name of the locality of North Coogee to Port Coogee and Catherine Point as described in the proposal;
- (2) SUBMITS the proposal to the Geographic Names Committee for consideration;
- (3) Subject to support from the Geographic Names Committee, SUBMITS the proposal to Landgate for in principle consideration; and
- (4) Subject to receiving in principle support from Landgate, COMMENCES community consultation on the North Coogee Proposed Name Change Submission.

Background

The locality of North Coogee was determined in 2005, following successful application by the City of Cockburn (the City).

Residential developments have occurred in the northern and southern areas of North Coogee, known as Port Coogee and South Beach.

In 2018 both areas (Port Coogee and South Beach) established community groups known as the Port Coogee Community Association (PCCA) and the South Beach Community Group (SBCG).

A focus of the groups was feedback around the name North Coogee with both groups recognising a preference for the names Port Coogee and South Beach.

The groups commenced advocating for the name change of the locality of North Coogee, which was considered by Council in May 2021, with the Council endorsing the support of the renaming of part of the locality of North Coogee to Port Coogee and the remainder part of North Coogee to South Beach.

Ultimately the Geographic Names Committee (GNC) resolved not to support the name South Beach. Thereafter the groups have engaged with the City and Council.

The PCCA and SBCG together with the City have engaged with Landgate to further understand the position of the GNC, and what is required of the groups in the continued pursuit of the name change for the locality of North Coogee.

The City has supported the formation of a Working Group, whose objective was to determine what consultation is needed going forward and formulate a plan for consideration.

The Working Group participated in several meetings, with the objective of reaching understanding of Landgate's position, and the requirements to progress a name change proposal capable of being accepted.

On 8 December 2022 Council resolved:

That Council:

- (1) *SUPPORTS the Port Coogee Community Association and South Beach Community Group in development of a proposal which conforms with the requirements of Landgate's Policies and Standards for Geographical Naming in Western Australia; and*
- (2) *ALLOCATES \$50,000 in the 2022-23 Budget to Amendment to Locality Boundaries for North Coogee project with a further allocation of \$20,000 in the 2023-24 Budget, subject to Landgate assessing and supporting a proposal that demonstrates a compelling need for change.*

Several meetings with Landgate and stakeholders were conducted to progress the groups' name change proposal.

On 11 September 2023 the City received the final proposal from the groups for the North Coogee Name Change ("the Proposal").

Submission

N/A

Report

In August 2023 the SBCG notified the City of its intention to be renamed as Catherine Point Community Group (CPCG), with the name Catherine Point to be considered for the locality of North Coogee which had earlier been proposed to be renamed South Beach.

The PCCA and CPCG (the Community Groups) submitted the proposal for the name change on 11 September 2023.

The proposal emphasises the unquantified community support received for the names Port Coogee and Catherine Point.

The proposal seeks to address the requirements of Landgate's *Policies and Standards for Geographic Naming in Western Australia* (the Policy), the most essential criteria to be addressed being the compelling reason for change.

Council's prior decision supported the name change, subject to the proposal demonstrating a compelling need for change.

Name Changes

The Policy includes the fundamental requirements for naming of roads, administrative boundaries, cultural and typographical features.

The objective of the Policy is to comply with relevant legislation and provide an open and transparent naming process.

A proposal must be prepared in accordance with the Policy. Section 1.1.4 of the Policy which provides:

Any change to an existing approved name is discouraged. As all official names are meant to be enduring, any proposals to change the name of a feature, administrative boundary or road must include evidence of a compelling reason for such a change, for example the proposal is deemed to be in the public interest for safety reasons.

The changing of a name merely to correct or re-establish historical usage shall not be considered in itself a reason to change a name.

Evidence of community consultation and feedback from all relevant agencies and jurisdictions must be included with the submission. All such requests will be required to be presented to Landgate for consideration.

If Landgate determines that the name change is unnecessary or non-essential, yet there is enough community support for the change and it is compliant with the relevant naming policies and standards, it may be approved, but it shall incur a service charge.

Landgate have a documented policy position on what it deems as “unnecessary name changes”.

It is critical that the proposal demonstrates a compelling need for change, and that the proposed names are compliant with the relevant naming policies and standards.

The Policy sets out naming requirements and standards.

It is the responsibility of the City to ensure that any name change proposal complies with the Policy, particularly those requirements prescribed in section 1 of the Policy.

The names in the Proposal, Port Coogee and Catherine Point, appear to be compliant with the Policy and are capable of being considered for a locality name change.

Proposal

The Community Groups are able to submit a name change proposal to the City, with the Policy prescribing that such submissions may only be made if the naming or renaming proposal can be demonstrated to be in the best interests of the community.

The Proposal must be endorsed by the City before it is considered by Landgate.

The City then initiates the naming process and makes a formal submission to Landgate. It is the responsibility of the City to ensure that all the necessary information has been provided by the Community Groups in the proposal.

The Community Groups provided officers with a draft proposal for feedback, which the Community Groups have incorporated in to the Proposal.

The City is required to assess the Proposal and determine if it conforms to all of the requirements outlined in the Policy.

The City considers that the names, Port Coogee and Catherine Point comply with the requirements in the Policy and are names capable of being accepted, that is, they are not names which are prohibited by the Policy.

Planning Considerations on Proposal

The Proposal makes multiple references to the land use planning framework to support their position.

While the City administers a land use planning framework, the matter of a locality name is not a land use planning consideration in practical terms.

There are however implications extending beyond the City's administration affecting the community's understanding of the area. Many of these form the pillars of the GNC guidance and have been detailed in earlier officer reports on the proposal to change the suburb name of North Coogee.

The matters which still need to be drawn to the attention of the GNC given their potential impact on the future community are:

- the Proposal falls short of the "ideal" size recommended by GNC of "approximately 500ha" however is within the minimum requirements and capable of being considered.
- The Proposal seeks to divide the State Government's premier development within the district, being the "Cockburn Coast", and will result in an illogical outcome which will see this eventual development being assigned between the two new suburbs and could result in confusion for the residents/businesses which will eventually be located there.
- The "Cockburn Coast" development will occur in the medium term and will result in the connectivity upon which the original "North Coogee" name was premised. Changing the names to reflect the current distribution of population will eventually conflict with the logic of the approved Structure Plans for the entire "Cockburn Coast", which spans all of "North Coogee".

The Proposal to rename the area only 18 years after it was formed is premature, particularly as the Guidelines do not support renaming after significant development has occurred.

The Proposal mentions matters related to land use planning which are perhaps not well understood or incorrect, these are explained below for posterity's sake:

Page #	Proponent description	City clarification/correction
1, 11	'Delays in the development of the South Fremantle Power Station Precinct have meant that Port Coogee has assumed many of the vibrant entertainment and activity options originally envisaged for the Power Station Precinct, including the Marina'.	Both sites will have commercial uses. The location of the Port Coogee Marina does not prevent or replace consideration of any future marina at the power station precinct. The local planning scheme provisions indicate a framework of what would need to be considered if an applicant proposed to build a further marina. Given the above, the statements in the Proposal are considered incorrect.
8	Refers to Cockburn Coast District Structure Plan 2019 (DSP)	Should be 2009 Is corrected further in Proposal
10	There is no source indicated for the following quote (which is outdated and not correct): 'A future community centre, scheduled by the City for completion in 2026, will be developed within the proposed Catherine Point area around Jetty Avenue and will support the needs of the Catherine Point residents being very local in nature'.	The City has discussed with community groups over the past few years, the practice of citing a particular year for infrastructure works is changing. It can be disheartening for communities and sets unrealistic expectations. The City is moving to a practice of assigning 'short, medium or long term' to better represent the complex process for infrastructure planning and development. In this specific case, this is a developer funded item (through a future development contribution plan (DCP) for the power station precinct and the existing DCP for the Robb Jetty and Emplacement precincts of the Cockburn Coast). Without development occurring, there are no funds available. The site is also not yet in City ownership. While it will likely be used by residents from the South Beach estate development, that developer contributed no funding towards it.

18	<p>States (incorrectly):</p> <p>‘The name North Coogee was proposed by the City planners, presumably because the area lies to the north of Coogee which takes its name from the lake in the area’.</p>	<p>This item was clarified with the Community Groups that the name was not proposed by City planners:</p> <ul style="list-style-type: none"> • The rationale for the name is described in Item 13.2 of the agenda for the Ordinary Meeting of Council held 14 July 2005. • The report does not indicate City planners as being the proponents of the name.
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Nonetheless Council have determined support for the name change, and the preliminary indication from Landgate is the proposal is one which is capable of being considered for acceptance where a compelling need for change is established.

Compelling Need For Change

Through consultation with Landgate, the following examples were provided of what Landgate considers satisfies the Policy requirements for a compelling reason for change:

1. Cultural Drivers
2. Urban Expansion Drivers
3. Location Confusion Drivers
4. Historical Drivers

The Proposal identifies the proposed localities of Port Coogee and Catherine Point as being distinguishable and unique communities. Both proposed localities have key differences and distinguishable attributes as outlined in the Proposal.

The Proposal seeks to establish a historical driver for the name changes for the two proposed facilities, based on the unique attributes and history of each area.

A determination as to whether this driver will satisfy the requirements of the Policy for the proposal to be considered, will ultimately be the decision of Landgate, however the City carries the duty to assess the proposal and only submit the proposal to Landgate where it determines the requirements of the Policy are met.

The Proposal states that:

The name North Coogee has no geographical significance as the name is derived from the Coogee Lake which is over 4.5km to the south of the most southern end of the proposed Catherine Point area and over 2.6km to the south of the most southern end of the proposed Port Coogee area.

There are insufficient prior determinations of the GNC and Landgate for the City to consider whether the Proposal satisfies the requirements for a compelling reason for change, however it is recognised that the Community Groups have advocated strongly that the Proposal has adequately established a compelling reason for change.

Landgate does not frequently approve name change submissions, with the base position being that locality names are intended to be enduring.

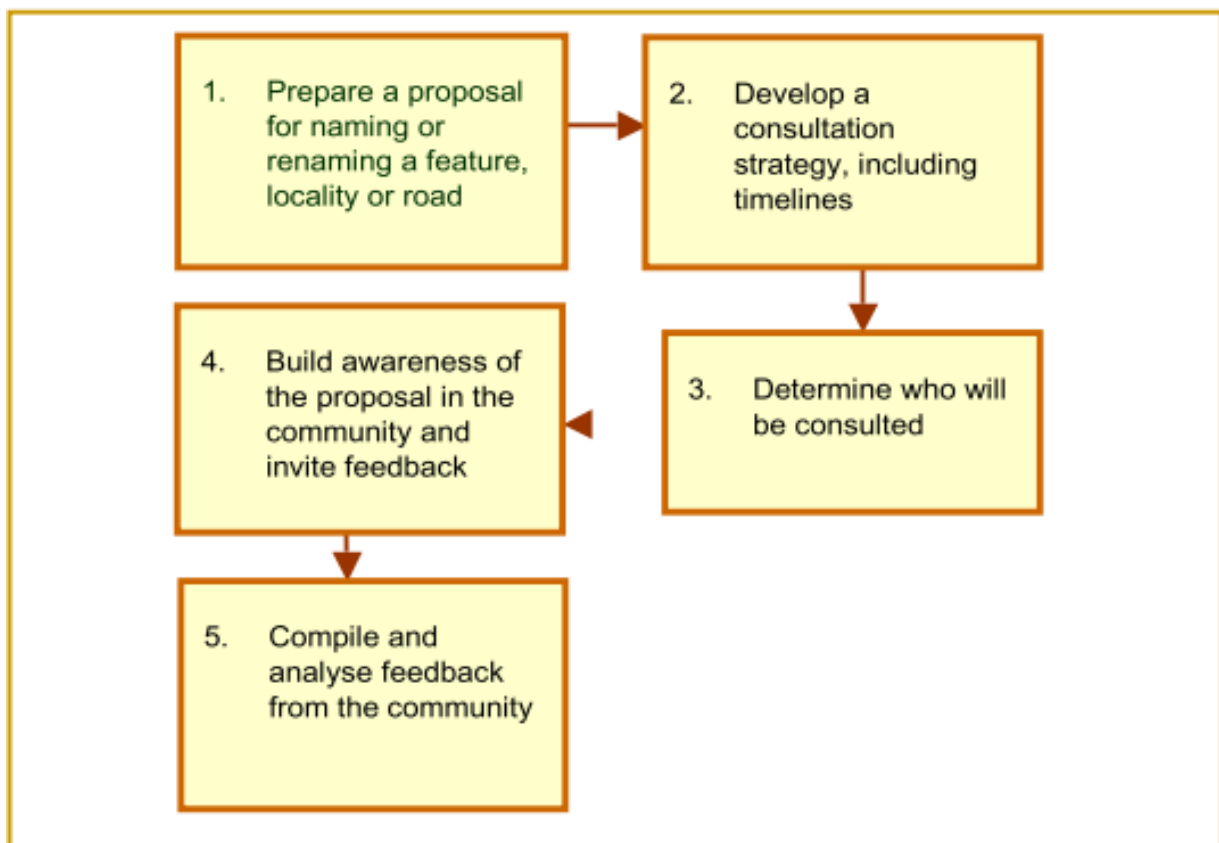
Given there are substantial costs associated with the community consultation requirements, Landgate have recommended the Proposal be referred to the GNC or to Landgate for consideration before proceeding to community consultation, in the interests of the City's required financial commitment to conduct community consultation which meets the requirements of the Policy.

Consultation

Section 9 of the Policy provides guidance on the consultation standards and principles.

The Policy makes a distinction between 'immediate community' and 'extended community'.

The consultation process involves the five steps below. It should be noted the costs of community consultation are met by the City.



The Community Groups have already completed their own consultation processes (the petition) which has shown evidence of support for the name changes; however, this consultation does not meet the requirements of the Policy.

The names that conform could be shortlisted and formed into a proposal subject to the compelling need for change being met.

The City's Advocacy and Engagement department have considered the Policy and recommended a two-phase approach.

Phases One (Community Survey)

This phase will assess the community sentiment for change, test assumptions on the proposed boundary area and naming options.

Phase Two

1. Community engagement activities (workshops, surveys) to review name change sentiment, boundary options, and short-listed names
2. Council to consider report and make recommendation to Landgate.

Consultation Phase costs are estimated to be \$45,600 in order to meet community expectations and the requirements of Landgate.

The consultation process will give due consideration to:

- The population of North Coogee
- The required return rate for consultation to be considered complete (by Landgate)
- Consultation to include the Aboriginal Reference Group, Development WA, as well as owners and occupiers of commercial, residential and any other type of properties within the affected locality.

The matter will require referral to the Cockburn Aboriginal Reference Group (ARG) at minimum, as part of the process.

Landgate has also indicated to the City that due to the locality boundaries, consultation with the City of Fremantle, and endorsement by the Council of the City of Fremantle will be required.

This may impact the timeline of consultation, as the ARG meet on set dates, and the City will be subject to the City of Fremantle's own decision-making process.

The City does not undertake consultation activities from mid-December to the end of January, as it is a common period for holiday travel to occur and this may impact engagement with the consultation process.

If supported by Council, the consultation process would be planned for the next financial year.

Strategic Plans/Policy Implications

Listening and Leading

- A community focused, sustainable, accountable, and progressive organisation.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

In FY23 Council resolved to allocate \$70,000 (total) across two financial years subject to the identification of a compelling reason for change. This did not occur in FY23. The allocation was not used and subsequently stripped out of the budget for FY23 and FY24.

A budget allocation will need to be made in the FY24-25 budget process, and the community consultation will not occur until after this time.

Legal Implications

In Western Australia the practice of officially naming features, localities and roads is covered under s26 and 26A of the *Land Administration Act 1997*.

26. Land districts and townsites, constitution etc. of

- (1) *In this section — townsite —*
 - (a) *means townsite constituted under subsection (2); and*
 - (b) *except in subsection (2)(a), includes land referred to in clause 37 of Schedule 9.3 to the Local Government Act 1995.*
- (2) *Subject to section 26A, the Minister may by order —*
 - (a) *constitute land districts and townsites; and*
 - (b) *define and redefine the boundaries of, name, rename and cancel the names of, and, subject to this section, abolish land districts and townsites; and*
 - (c) *name, rename and cancel the name of any topographical feature, road or reserve.*
- (3) *An order made under subsection (2) may include such matters enabled to be effected under an order made under another provision of this Act as the Minister thinks fit.*

26A. New subdivisions, names of roads and areas in

- (1) *If a person delivers a diagram or plan of survey of a subdivision of land approved by the Planning Commission to a local government, and the proposed subdivision includes the provision of a road for use by the public, that person must also deliver to the local government the name proposed to be given to the road.*
- (2) *The local government may require the person so subdividing the land —*
 - (a) *to propose a name for the proposed road or, if a name has already been proposed, to alter that name; and*
 - (b) *to propose a name for the area the subject of the proposed subdivision, or if a name has already been proposed, to alter that name.*
- (3) *If the local government approves a name proposed under subsection (1) or (2), the local government is to forward the proposal to the Minister.*
- (4) *The Minister may —*
 - (a) *approve the proposed name; or*

- (b) *direct the local government to reconsider the proposed name, having regard to such matters as the Minister may mention in the direction; or*
 - (c) *refuse to approve the proposed name.*
- (5) *A person must not —*
- (a) *assign a name to the area or road unless the name is first approved by the Minister;*
 - (b) *alter or change a name that has been so assigned, whether initially or from time to time, to the area or road unless the Minister first approves of the alteration or change of that name.*

Penalty: \$1 000 and a daily penalty of \$100.

Any proposal for a name change or change to administrative boundaries must conform with Landgate's *Policies and Standards for Geographical Naming in Western Australia*.

Community Consultation

The Landgate Policy sets out the requirements for community consultation. Accordingly, the City has prepared a schedule for consultation to be affected, should the process progress to community consultation.

Risk Management Implications

There are brand reputation risks linked to this decision.

The Community groups are passionate and committed to this proposal and many members have worked tirelessly to support it over many years.

Council are required to consider the Proposal on its merits and determine if it meets the Landgate's Policy before endorsing support of the Proposal.

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 14 December 2023 Ordinary Council Meeting.

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

Nil

To the Chief Executive Officer – City of Cockburn
NORTH COOGEE PROPOSED NAME CHANGE SUBMISSION
11 September 2023

We respectfully request the City of Cockburn support and take forward to Landgate and the Geographic Names Committee our community's request to divide and rename the suburb of North Coogee. This re-submission following the submission of February 2021 has been prepared on behalf of the North Coogee community by the Port Coogee Community Association and the Catherine Point Community Group (formerly known as the South Beach Community Group)



Dr Alex Wycherley, Committee Member
Catherine Point Community Group



Debra Shorter, Committee Member
Port Coogee Community Association

Authors on behalf of the community groups

Debra Shorter – PCCA

Trevor Dunn - PCCA

Alex Wycherley - CPCG

Neil Chamberlain - CPCG

Jess Rumble - CPCG

Kate Morris - CPCG



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Executive Summary

In 2019, the residents of North Coogee expressed a strong desire for the suburb to be divided into two and renamed.

After the collection of a petition in 2020, supported by over 2000 people, and submission to the City of Cockburn (the City) by the Community groups, the Council unanimously voted to support the change. In 2021, Landgate provided advice that a compelling reason had not been sufficiently made, and the name South Beach could not be accepted as the landmark South Beach existed only in the City of Fremantle. Subsequently, the Port Coogee Community Association (PCCA) and the South Beach Community Group (SBCG) consulted directly with Landgate and the City to clearly identify what could be considered a compelling case and a name that would be policy compliant to replace the name South Beach. Our two Community groups consulted widely with the North Coogee Community and the name Catherine Point was selected to replace the proposed South Beach.

On 20th July 2023, the SBCG committee voted unanimously to change the community group name from the South Beach Community Group to the Catherine Point Community Group (CPCG). This group name change was presented to the Community at the Annual General Meeting held 23rd July 2023 and is currently undergoing the formal process of change. The objective was to strengthen the cohesion between the South Beach Estate and Shoreline Estate by using the name of the geographic and historical feature which is central to both areas.¹

The compelling case for change is that since 2005 the two halves of North Coogee have evolved with completely different and distinguishable communities. The name North Coogee lacks significance and validity for the local community. The two proposed suburbs are separated geographically and culturally. Each half of the suburb engages differently with its coastline and surrounding communities. Port Coogee is a marina village with vibrant tourism, recreational and entertainment options. Its name is well established within Western Australia and is used extensively by local businesses, tourism agencies and recreational clubs. The proposed Catherine Point has primarily evolved as a liveable, seaside residential community with family friendly options at its heart. It has a strong desire to build a more intimate local community with strong social connections and engagement within the local neighbourhood.

Delays in the development of the South Fremantle Power Station Precinct have meant that Port Coogee has assumed many of the vibrant entertainment and activity options originally envisaged for the Power Station Precinct, including the Marina.

The division of the suburb is proposed to be at McTaggart Cove which is the point at which a clearly defined green corridor occurs and where the land is significantly constrained by the narrowing of the suburb boundary, the rail corridor, and the Power Station switchyard. This proposed division point works with the Cockburn Coast District Structure Plan and does not compromise the boundaries of the separate and distinctly different precincts.

¹ Addendum 1 – Renaming of South Beach Community Group to Catherine Point Community Group

The PCCA and the newly renamed CPCG believe that support for the division of the suburb and the change of name has not wavered and that the proposal should be seen as a natural evolution of the successful precinct planning and placemaking strategy supported by the City, which places community at its heart.

Landgate Policy document states

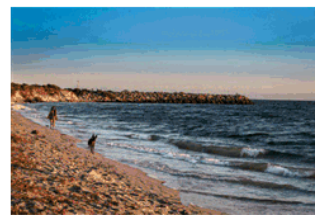
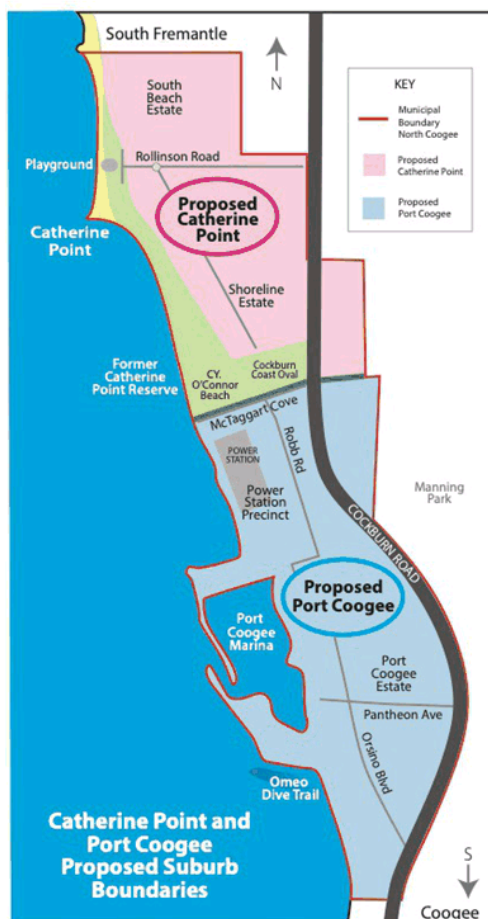
Benefits of recording and preserving geographic names are associated with the past, present and future of a community. They form an integral part of personal identity by defining where people were born, live, have lived and from where their ancestors have come from. Such names are key elements of maps and charts and their practical benefits include the intelligence relating to the location of a place.²

² Landgate Policies and Standards for Geographical Naming in Western Australia Section 1 Page 1

1.0 Introduction

1.1 History of the desire for change

The South Beach Estate/Shoreline Estate community and the Port Coogee community have been working together to rename the suburb currently known as North Coogee since 2019. The desire of both communities is to create two new suburbs with two very distinct names to better reflect the significantly different character, identities, and physical geography of the two halves of North Coogee. An initial submission was made in 2021, however, it was not supported by Landgate or the Geographical Names Committee (GNC). That submission focused primarily on community sentiments of confusion caused by the North Coogee name. A community petition was signed by 2,000 residents supporting the change, however, Landgate advised this was not enough to form a compelling case. Landgate also advised that the name South Beach for the northern portion of North Coogee could not be accepted given that the South Beach landmark exists currently within the boundaries of the City of Fremantle, with Emergency Services highlighting the potential for further confusion. Acknowledging the advice of Landgate, and after consulting our communities, the two names now proposed are Catherine Point (to replace South Beach) and Port Coogee.



Catherine Point

A liveable seaside residential community with family friendly options at its heart



Port Coogee

A marina village with vibrant tourism, recreational and entertainment options

1.2 Why the Community wants to change the name

People are passionate about their local communities, which offer them a sense of identity and belonging. North Coogee has evolved over time into two very distinct and physically separated communities, each with a different style and presentation. Both are coastal suburbs; however, each has an entirely different attachment to the coast. The name North Coogee doesn't reflect the character of either area or help distinguish between the two.

There are many reasons why the residents of North Coogee want a change: -

- North Coogee is a recent name (2005) with little meaning to the people residing in the area.
- The South Beach and Shoreline Estates are disconnected by many kilometres from the Coogee lake, the origin of the name Coogee.
- As a new development, residents now living in North Coogee could not have been consulted about the suburb name. At the time of development, only landowners who were affected by the change of boundaries to Coogee, Spearwood, and Hamilton Hill were surveyed.
- People sometimes get confused when trying to determine whether they should be heading to the northern section or the southern section of North Coogee.
- Significant development has now occurred, creating two unique areas readily distinguishable from each other with different identities and characteristics.
- A substantial break between the two communities occurs at McTaggart Cove, which includes the substantial green corridor, the CY O'Connor Reserve, the proposed Cockburn Coast oval, the Power Station switchyard, and the rail corridor.
- The McTaggart Cove corridor limits easy connection between the two communities, due to the rail line and poor vehicle access between each part of the suburb.
- People prefer a name with historic, geographic and cultural meaning and relevance to their area.

1.3 The Petition 2020³

On behalf of residents, the SCCG (now CPCG) and PCCA undertook the collection of a petition calling for the suburb of North Coogee to be renamed and divided into two suburbs. The names included on this petition were "South Beach" and "Port Coogee". Over 2,000 residents signed in support of the Petition, representing approximately 75% of eligible adults in North Coogee.⁴ All local, internal businesses and surrounding businesses close to the boundaries were consulted. Other nearby Community groups were consulted and were supportive. The Petition was presented to the City on 21 February 2021 and to the Council on the 13 May 2021. Council agreed to support the name change and presented the submission to Landgate and the GNC.

³ North Coogee Name Change Submission presented to the City February 2021 by SBCG and PCCA

⁴ Based on an estimated population of 2600 derived from growth between the ABS 2016 and 2021 North Coogee Census. *Eligible to vote persons over 18. See also City of Cockburn - OCM Minutes 13/05/2021 Item 13.2 Page 15*

Since that time, PCCA and SBCG (now CPCG) have prepared many documents and supplied additional information to both City Officers and Landgate. At the time of presentation to the City, as at the 2 February 2021 the number of signatures collected was as follows: -

Type	South Beach/ Shoreline	Port Coogee	Total
Petitions*	951	1356	2307
Letters of Support from Community Groups			7
Letters of Support from Developers within North Coogee	4	4	8
Letters of Support from Businesses operating or owned within North Coogee	14	25	39
Letters of Support from Businesses in surrounding suburbs			32

*Signatures have been recorded against lot or street numbers supplied by the City and included North Coogee residents, both owners and tenants, and other property owners - non-residents who were mailed the Petition by the City, businesses and property developers. Multiple signatures are possible from one lot number through joint ownership or owner and tenant. The City subsequently vetted and validated 1150 from Port Coogee and 796 from South Beach.⁵

1.4 Sentiment within the Community

Continuous efforts have been made with meetings and re-submissions to the City and Landgate.⁶ At many points both Community groups have consulted with the Community to ascertain that sentiment within the Community for the change remains high.

Although progress slowed understandably during COVID, considerable effort has now been made in developing the compelling case in consultation with Landgate. Following an informal meeting with Landgate in December 2022, Landgate tentatively said (subject to GNC approval) that new information provided to them by the community groups could constitute a compelling case, provided the new names and suburbs will be enduring and in harmony with Cockburn Coast Planning.

Since then, PCCA and SBCG (now CPCG) have consulted with the community through meetings, open days, letterbox drops, social media and local print media to inform the community and re-confirm the desire of the residents for our two associations to pursue the change. We believe the sentiment for change today remains high. The City will need to verify this through formal community consultation once Landgate has agreed a compelling case for change has been established by the Community groups. Should our submission be successful, PCCA and CPCG would work with the City, Landgate and other agencies to ensure a smooth transition to the new names and provide every assistance in communicating the change throughout the community.

⁵ City of Cockburn Minutes of the Ordinary Council Meeting 13/05/2021 Item 13.2 Pg25

⁶ Addendum 2 - Timeline tracker

1.5 Support by the City of Cockburn

Council members have twice voted at Ordinary Council Meetings (OCMs) to support the name change and further endorsed the City to undertake community consultation subject to Landgate assessing and supporting a proposal that demonstrates a compelling case for change.

- City of Cockburn Minutes of the Ordinary Council Meeting 13/05/2021 Item 13.2 Council Decision p. 19;
- Council Meeting 11/8/2022 Item 18.3 Council Decision re Working Group p. 522;
- Council meeting 8/12/2022 Item 15.1.4 Allocation of Budget for Community Consultation p. 355

1.6 The need for a re-submission

After several appeals by the South Beach/Shoreline Estates community, Landgate reiterated that the name South Beach for the South Beach/Shoreline area could not go forward⁷. The City requested that SBCG identify an alternative name for the purposes of community consultation, should South Beach not be deemed compliant by Landgate. The original SBCG survey showed community support for the alternative names of Catherine Point and Nara Beach, which were then presented to Landgate. Landgate advised that Catherine Point was compliant under their policy. Nara Beach, derived from the Nyungar name "Derbal Nara" (Cockburn Sound) was likely to be problematic. Even though the name Nara Beach was being considered with good intention, Landgate advised that deriving a name from an Aboriginal word being used out of context, and therefore changing the understood meaning of that word, would not be appropriate. Early consultation with Aboriginal groups indicated that there were no specific Nyungar names for Catherine Point. This is covered in more detail under the compliance table in Section 3.0.

Port Coogee, being both historically and geographically significant on the coast, was deemed a compliant name from the first assessment by Landgate.

Although the original submission cited locational confusion between the two halves of the suburb as a significant reason for change, it was judged that a compelling case could not be made based on "confusion" alone, as this would be too difficult to verify to the satisfaction of the GNC. Following further consultation with Landgate, it was felt that the strongest argument relating to renaming the North Coogee suburb lay with the growth of two distinctly different areas and communities.

Officers of the City and Landgate advised that because of these changes, a completely new submission would need to be made, leading to this submission⁸. Both communities remain passionate about renaming the suburb and are committed to working with the new process identified by Landgate.

⁷ Informal Meeting with Landgate 20/1/2023 attended by CoC Officers, and 3 West Ward Councillors

⁸ Informal meeting with Landgate 12/6/2023 attended by, Councillor Corke, and CoC Officers

2.0 The compelling case for change

There are many aspects of the Landgate Policy with which this proposal now complies and they are outlined in Section 3. However, Landgate have requested that we identify the most compelling reason for change.

The most compelling reason for change is that two distinguishable and unique communities have emerged over time, due to changes to road structure, the delayed development of the power station and the development of a strong green corridor, separating the two halves.

This is consistent with Landgate's policy 4.9 *Review of localities*

Boundaries of localities in areas that are subject to urban development and residential infill shall be reviewed regularly and amended where appropriate. Such revision will determine whether the boundaries continue to adequately define the existing situation of the area. If major developments create a unique area and are readily distinguishable from the surrounding landscape, or a major road infrastructure creates a division, then the creation of a new locality may be deemed necessary by Landgate.

Since 2005, north and south North Coogee have evolved with completely different profiles.

This can be attributed to a number of factors -

- the work of planners who set out to create a diverse and interesting part of the City's coastline
- significant changes in the road structure to the original plans
- natural growth since 2005 and evolving design
- developer contributions in attracting different business, entertainment options and housing stock, and
- to the community itself who choose to live in each location based on its different geographic and historic links to the coast. Each community has continued to evolve and build a strong cultural sense of place and unique identity linked directly to its coastal environment.

The cultural importance of location is outlined in Landgate's Policy Document Section 1 The benefits of naming.

Geographic nomenclature or toponyms are usually the first point of reference used when referring to a spatial location and are a fundamental component of culture.

Further,

Benefits of recording and preserving geographic names are associated with the past, present and future of a community. They form an integral part of personal identity by defining where people were born, live, have lived and from where their ancestors have come from

2.1 Distinguishable and unique communities

Currently, the natural dividing boundary between the two distinct communities of the proposed Catherine Point area and the proposed Port Coogee area is McTaggart Cove. The proposed Cockburn Coast Oval and CY O'Connor Reserve delimit the southern border of Catherine Point

and the South Fremantle Power Station, the Western Power terminal switchyard and the undeveloped Power Station precinct delimit the northern border of the Port Coogee area. This infrastructure creates significant division between the two communities.

The vision set out in the Cockburn Coast District Structure Plan 2019 (DSP) was to deliver one cohesive built environment that seamlessly integrates with surrounding areas (such as South Fremantle, Hamilton Hill and Coogee), it has not precluded the emergence or development of distinct communities within the Cockburn Coast.

While the three distinctly different precincts for North Coogee (namely Robb Jetty, Power Station, and Emplacement) envisioned in the DSP may have different characteristics and roles to play, these precincts would not be compromised by a division of the suburb of North Coogee or a change of suburb name. The proposed division into two suburbs aligns with the precinct planning at McTaggart Cove.

The anticipated future development of the Power Station precinct to the southern side of McTaggart Cove and the district centre, school and playing fields to the northern side of McTaggart Cove, which it is acknowledged will take many years to complete, will only further solidify the already existing physical division and distinct characters of the proposed Catherine Point and Port Coogee areas. The naming of two distinct communities is a true reflection of the physical and geographic distinction of the two communities separated by this 400m wide green corridor and dissected by the railway corridor.

Similarly, the proposed closure of the level crossing at McTaggart Cove and the opening of a new crossing at Jetty Avenue would have little impact on de-constraining the site as the rail corridor, CY O'Connor Reserve and the Cockburn Coast Oval take up most of the available space. The new crossing over the train line will be welcomed by residents of Shoreline Estate for primarily local beach access, as any significant development of the Power Station and a train station at this point will be many years hence.



Figure 06_Mixed Use built form typology

Ref: Shoreline Local Structure Plan showing the green corridor separation

Landgate's "Review against Policy Section 4.9. asked the Question - Is the long-term vision for the North Coogee locality to build a connected and integrated community, including the various development nodes through the area?" The reply by the City's officers March 2023 supports the case for the compelling reason for change.

"As best expressed in the vision (2.0) section of the Cockburn Coast District Structure Plan report, as with any urban regeneration project the intent has always been to deliver one cohesive built environment outcome that seamlessly integrates with surrounding areas including South Fremantle to the north, Hamilton Hill to the east and Coogee to the South

In reality however, due to a number of critical factors in and around the former South Fremantle Power Station Precinct (including the land tenure, significant contamination, high voltage switchyard and distribution lines that still operate, and a number of noxious industrial uses that sit on the hill just east of the power station – some of which you have noted below, and strict minimum density requirements (that essentially mandate apartment style development in a highly challenging market) within the northern sector, it is highly unlikely that this vision will be fully realised for at least another 20 – 30 years.

In the interim, two very distinct and physically separated communities continue to emerge on either side, as highlighted by the combined local scheme and structure plan map (taken from the zoning module of our Online Mapping)".

We submit that these two very distinct communities are the very foundation of the placemaking and vision for the Cockburn Coast. There appears to be nothing substantial in the planning instruments that would preclude the renaming of the two suburbs and the renaming may well inform and strengthen the review of the Cockburn Coast District Structure Plan currently underway.

The development of any new district structure plan for Power Station Precinct in the predicted 20-30 years' time will no doubt refer to and integrate with the Port Coogee and Catherine Point communities, which by then will be well-established.

2.2 Key differences and distinguishing attributes

The Port Coogee structure plan area was developed first (2005) and while primarily a residential community it has intentionally created a vibrant marina village with significant tourism options. The Cockburn Coast District Structure Plan (2009) extending south to Port Coogee identified separate Precincts, each with different characteristics. The Plan envisioned the Power Station Precinct to have vibrant hospitality and tourism options similar to Port Coogee, both being different characteristics to the more residential Catherine Point area (Robb Jetty Precinct). The key physical and character-driven attributes that evidence the fact that there are, and will only continue to be, two distinct communities, are outlined in the following table.

Key distinguishing attributes	Port Coogee	Catherine Point
Physical characteristics of the two areas	As stated by the City, Port Coogee is “largely a dormitory residential suburb entirely focused upon the amenity afforded by the marina and its direct connection to the ocean foreshore”.	As stated by the City, Catherine Point is designed to be a more “densely populated family/residential precinct”.
Use of foreshores	Residents of the proposed Port Coogee area typically use Coogee Beach and Port Coogee sites such as Omeo Dive Wreck site, Ngarkal Beach, Chelydra Beach and the Marina area.	Residents of the proposed Catherine Point area typically use CY O'Connor Beach, the Rollinson Road Playground and dog beach.
Use of retail offerings	Residents of the proposed Port Coogee area currently source their daily and weekly retail needs from the retail offering established within the heart of the Marina Village. It is expected that this practice will be further cemented with the development currently underway of more retail offerings in the Marina Village.	Residents of the proposed Catherine Point area typically currently use the established offerings located on Douro Road in South Fremantle to obtain their daily and weekly retail needs. In the future, it is expected these residents will use the offerings to be established around Jetty Avenue.
Community Centres	An exciting new community centre is currently in design as part of the town centre and will service the needs of the Port Coogee residents. It is also likely to provide an attractive function and multi-purpose venue for people and groups from surrounding districts.	A future community centre, scheduled by the City for completion in 2026, will be developed within the proposed Catherine Point area around Jetty Avenue and will support the needs of the Catherine Point residents being very local in nature.
Local structure plans	The Port Coogee Structure Plan is aligned well with future connections to the Power Station Precinct.	In relation to the Cockburn Coast District Structure Plan 2009, the proposed Catherine Point area consists of local structure plans relating the South Beach Estate, the Robb Jetty Precinct (Shoreline) and Emplacement Precinct.
Community group representation	Port Coogee is represented by the PCCA.	Catherine Point is represented by the CPCG (previously SBCG)
Residential activity	Port Coogee, with both short stay, affordable and high-end residential component, is a dynamic and complex experiential destination with regular external patronage to the Maritime Trail, the Marina, cafes, bars and restaurants.	Catherine Point is primarily a sustainable family, residential coastal community, focused on beach and urban living.

Commercial name usage	Commercial use of the name Port Coogee has been extensive. While postal addresses are correctly identified as North Coogee the name Port Coogee is used by many businesses. Social media and marketing use of the name Port Coogee remains strong. Google Analytics show 94,000 unique references explicitly mention Port Coogee.	No businesses in the proposed Catherine Point area currently use North Coogee in their names or marketing because of the lack of connection and validity in that name. The stronger geographic relevance and unique identity of the name Catherine Point, however, is likely to enable more businesses to identify and therefore switch to using Catherine Point in their name and marketing materials in the future should the name change be approved.
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2.3 Connectivity and the impact of the Power Station

The Port Coogee Structure plan, which was developed first, had always been intended to have connectivity to the north (near the Power Station). However, the developer ultimately chose to remove that connectivity by removing the potential for future road connection.

While the ambition of the 2009 Cockburn Coast District Structure Plan was to align and integrate with Fremantle and the surrounding Port Coogee and South Beach Developments, there has been a significant disruption to the achievement of that goal through changes to the road planning and the delayed development of the Power Station Precinct.

With the Power Station Precinct development is likely to be more than 30 years away, it can be argued that Port Coogee is already fulfilling part of the vision by providing an entertainment destination with multiple experiences, including the Marina originally proposed for the Power Station development. In this way "Port Coogee" is perfectly aligned with any future development of the Power Station and is significantly differentiated from the more intimate residential precinct of Robb Jetty. (Shoreline and South Beach estates)

Extract: Place Making Strategy. POWER STATION: DYNAMIC – CONTRAST – ENERGY – CREATIVE. The Power Station is an iconic landmark; its physical dominance should translate into the area's primacy as the key regional destination for the Coast. The centre of recreation and leisure activity, the Power Station is the place where community celebrations are held and tourists enjoy multiple experiences that vary with each visit. New and old are juxtaposed; events showcase the innovative and challenging. Creative entrepreneurship is encouraged across multiple fields from energy production, to arts, culture, experiential tourism and business. Self-sustainability for this precinct is key - activity has to be self-generating and infrastructure flexible and attractive to a range of users on weekdays, evenings and weekends in summer and winter.⁹

⁹ EMC 7598977 CoC [Appendix O – Place Making Strategy](#) to the Robb Jetty Local Structure Plan: 29/06/2018 by Place Partners – Place Making Consultancy

3.0 Significant areas of compliance

3.1 Compliance table

In addition to the compelling reason for change, compliance with Landgate's applicable sections is outlined below.

Note - The following checklist was devised by the community from our reading of the policy document.

* Indicates where commentary is provided following the table to provide greater detail. Not all compliant areas have been commented upon. N/A denotes not applicable to this particular application

Landgate Policy Reference	Compliant with policy	Commentary
Section 1: General naming policies and standards		
1.1.1 Retrospective application of policies	N/A	
*1.1.2 In the public interest and Safety	✓	Detail follows table
1.1.3 Names on private land	N/A	
1.1.4 Unnecessary name changes		A Landgate decision
1.2.1 Australian English	✓	Yes
*1.2.2 Recognition and use of Aboriginal names. Dual Naming and Consultation		✓ Informal consultation has taken place by the community group. Detail follows table
1.2.3 Pronunciation and Use	✓	Yes
1.2.4 Spelling of Geographic Names	✓	Yes
1.2.5 Uniformity of spelling	✓	Yes
1.2.6 Discriminatory, derogatory and inappropriate names	✓	Correct
*1.2.7 Names in general use	✓	Detail follows table
1.2.8 Alternate or alternative names	N/A	
1.2.9 Dissemination of sensitive or secured names	N/A	
*1.3 Characteristics of geographic names	✓	Detail follows table
1.4 Commemorative names	N/A	
1.5 Naming places of state significance	N/A	
1.6 -1.6.5 Government, residential and commercial names and facilities	✓	Yes

*1.6.6 Estate, promotional, neighbourhood and regional names	✓	Detail follows table
1.7.1 Names associated to a place	✓	See 3.2
1.7.2 Ensuring names are not duplicated	✓	Yes
1.7.3 Assigning extents to a feature, administrative boundary or road	✓	References and Maps included
1.7.4 Features which cross state and territory boundaries	N/A	
1.7.5 Coastal and maritime features	✓	See 3.2
1.8 Community consultation and lodging objections		Community consultation is yet to be undertaken by the City
Section 4 - Localities		
*4.1 -4.1.1 Components of a locality name	✓	Detail follows table
*4.1.2 Unacceptable names See detail below	✓	Detail follows table
*4.1.3 Recommended sources for new or changes to names	✓	Detail follows table
4.1.4 Boundary delineation	✓	See Section 3.4
4.2 Name duplication	✓	Detail follows table
*4.3 Assigning named extents *4.3.1 Locality sizes	✓	See Section 3.3
*4.4 Naming and boundary amendments		Detail follows table
4.5 Locality names crossing local government and state boundaries	N/A	See Section 3.3
4.6 Assignment of Postcodes		A future Landgate decision
4.7 Government Managed Land	N/A	
4.8 Private, residential and commercial developments	N/A	
4.9 Review of localities	✓	See Section 2.0
Section 9 Consulting with the wider community		✓ Consultation by the community groups but consultation by the City is yet to be undertaken

Compliance Table Supporting detail

*Landgate Policy - 1.1.2 In the public interest and Safety

The name South Beach was partly disallowed due to advice from Emergency Services, relating to name duplication with the landmark of South Beach in the different locality of South Fremantle. The name Catherine Point is unique to the northern area of North Coogee, is compliant with policy and would not obviously pose the same Emergency Services concerns of being a geographic feature in another suburb. There are no known private or corporate interests which are driving this submission, only community interests.

*Landgate Policy – 1.2.2 Recognition of Aboriginal Names

We acknowledge the Nyungar people of Beeliar Boodja and respect the importance of Aboriginal heritage.

At the time of the first submission, contact was made to inform Aboriginal communities of the proposal to gain feedback and further insights into the Aboriginal history of the area within and around the North Coogee suburb, also to identify any Aboriginal names specific to each area that could be considered for suburb naming. This contact included: -

- Email correspondence to South West Aboriginal Land and Sea Council (SWALSC).
- Liaising and planning with Cr Corke, committee member of the Aboriginal Reference Group for the City.
- Email contact with Heidi Mippy, Deputy Chair of the Aboriginal Reference Group, City of Cockburn, members of SWALSC and representative of the Robb Jetty mob.
- Email and phone contact with Barbara Freeman, Family and Community Development Manager, City of Cockburn, who forwarded the proposal details to all members of the Aboriginal Reference Group, City of Cockburn.
- Email and phone contact with Denise Cook, local historian at the City of Cockburn Library who has researched the use of Aboriginal Names in the North Coogee area.
- A search of Nyungar placenames and features of Derbal Nara/Cockburn Sound did not identify any pre-European names associated with North Coogee or immediate area but acknowledged the existence of the Robb Jetty Camp from 1915.¹⁰ This was confirmed by more detailed research conducted by Denise Cook at the City of Cockburn and State libraries.

As there is no known Aboriginal name for the area, Catherine Point seems to be the most appropriate for the proposed suburb given its geographic significance on the coastline and its history to the earliest of European settlement where so much maritime and industrial history occurred.

Although Coogee (Koogee) is not a local Nyungar name, having been brought to Western Australia from NSW by early settlers, Port Coogee has many important places of recognition of Aboriginal Heritage through use of dual names and identification of special places.

While many names within the Shoreline Estate particularly reflect the European settlement and its maritime and industrial past, there remain many opportunities for recognition of Aboriginal

¹⁰ Addendum 4 – Robb Jetty Camp – www.derbálnara.org.au

Heritage to occur in parks and places within the development e.g., the proposed bridge over the railway, the proposed Cockburn Coast oval, the town centre, the proposed primary school and associated playing fields, as has occurred at Port Coogee.

Examples of recognition of Aboriginal Heritage at Port Coogee.

Ngarkal (Seagull) Beach – Local Nyungar people camped at Port Coogee beach, and it was known as “Seagull Camp”.

Kidogo glass artworks – This portion of the Nyungar Tourist Trail features seven glass artworks created by the Kidogo Artist’s Team.

Kudjal Marmam Karla-mia – The Lookout (two men home fire). This beautiful spot high on the hill overlooks the coast and has an Aboriginal site marker and is planted with Casuarina trees, a significant tree for the Nyungar people.

The Maritime Trail at Derbal Nara (Cockburn Sound) is signed with Nyungar names.

***Landgate policy 1.2.7 Names in general use**

The Names Catherine Point and Port Coogee are compliant as follows. See also 3.2 this document.

Policy: Preference shall be given to the names with extensive usage on official maps, to names in government records and names which have been proven to be of direct historical and/or local significance.... And

Names which have geographical significance or are names of early explorers, discoverers, settler, naturalists, surveyors etc are generally acceptable. They will be deemed appropriate where they are relevant to the history of Western Australia, its discovery by Europeans and the location in which they are to be applied.

***Landgate policy 1.3 Characteristics of geographic names**

A geographical name usually includes both a specific (also known as a proper name) and a generic (an entire group or class) element, e.g. Israelite Bay. Both Catherine Point and Port Coogee comply with this convention.

***Landgate Policy 1.6.6 Estate, promotional, neighbourhood and regional names**

Port Coogee, being both historically and geographically significant on the coast, was deemed a compliant name from the first assessment by Landgate. Developer names will not be accepted under Landgate policy; therefore, it is important to note that at the Ordinary Council Meeting on the 27 January 2003 when dealing with the design application (DA) from Port Catherine Developments a motion was passed to change of name from Port Catherine for the Development Area (DA22) to Port Coogee and that the project name be Port Coogee Marina. The Minutes further gave the following explanation.

Extract page 37 "The preferred reference for the proposed Development Area (DA22) is Port Coogee, as this relates the project to its location on the coast and strengthens its association with the City of Cockburn."

This is not to say that the name was chosen by the Council but that the Council, City officers and Planners played a substantial role in what the development area should be called and directed the developer and the City to use that name in marketing and communications.

***Landgate Policy 4.0 Naming and Boundary amendments.**

Catherine Point and Port Coogee can be enduring names because they are supported by the community and will not be affected by future name changes or development

***Landgate Policy 4.1 Components of a locality name and 4.1.2 Unacceptable names**

"No locality name shall be preceded or followed by a feature class (generic) or a cardinal indicator"

Landgate's policy has changed over recent times to exclude the use of cardinal indicators. This was one of the reasons for the name South Beach not being accepted but North Coogee being accepted in the past. Catherine Point and Port Coogee are now compliant to this policy

***Landgate Policy 4.1.3 – Sources for new or changes to names**

The names Catherine Point and Port Coogee are compliant for the reasons outlined below in Landgate's policy document for appropriate sources.

- geographically and historically significant
- unique and not duplicated anywhere else in Australia
- capable of being enduring
- not likely to make confusion worse or contribute to loss of life
- not cardinal markers
- not developer names

See 3.2 following for detailed information on the compliance of both names.

***Landgate Policy 4.2 Name duplication**

A google search reveals that the names Port Coogee and Catherine Point are unique in Australia.

3.2 Compliant names – Catherine Point and Port Coogee

Substantial and compelling historical ties to a locality name is identified in the Landgate “Assessment process for name change proposals” document as an example of a compelling reason for change. Set out below therefore is evidence of the proposed names having substantial and compelling historical ties to the proposed areas of Catherine Point and Port Coogee.

Catherine Point

- Catherine Point first appeared on Admiralty tracings 11 and 13 compiled by Navigating Lieutenants W.E. Archdeacon and J.E. Coghlan in 1873/74.¹¹
- Catherine Point is an important maritime landmark, listed on the Department of Transport nautical map of the Perth Metropolitan area “Ocean Reef to Cape Peron”. On this map, Catherine Point is the major geographical feature between Fremantle and Woodman Point.¹²
- References to Catherine Point are made in the Government Gazette as early as 1929.¹³
- Reserve 24787 was created in 1957 and officially named Catherine Point Reserve in 1989. While the reserve’s name was subsequently changed to commemorate the famous pioneering engineer, CY O’Connor, the historical significance of the Catherine Point name to the area cannot be underestimated. For example, there are still references to Catherine Point Reserve in the Government Gazette up until 2011.¹⁴ Please note that we are not proposing to rename CY O’Connor Reserve, but merely highlighting the historical significance of the name.
- Representatives from Maritime Heritage at WA Museum have suggested that Catherine Point could have been named after St Catherine Point, the most southerly point of the Isle of Wight, and a significant reporting station for shipping entering or leaving the English Channel. This is a plausible theory based on the importance of Catherine Point as a maritime marker for early European arrivals in Cockburn Sound.

Port Coogee

- Port Coogee Marina is identified on national maritime charts in use today.
- The Australian government defence website states that official charts are those issued by, or on the authority of, a Government authorised Hydrographic Office or other relevant government institution. The Australian Hydrographic Office (AHO) is Australia’s national charting authority. It is the only authority that can publish official paper and electronic charts of the Australian Charting Area.¹⁵

¹¹ Confirmed by Geoff Amos, Senior Cartographer/Geospatial Officer, Strategic Planning Services, Planning, City of Cockburn.

¹² Department of Transport WA, Nautical Charts

¹³ Government Gazette, 1929, 1440

¹⁴ Government Gazette, 16 December 2011, 5333

¹⁵ Australian Hydrographic Service Maritime Chart, AUS117

- Port Coogee has been used as an anchorage and landing place since European settlement making the proposed name more relevant to the area than North Coogee. Evidence of the area's historic and continued usage as a port includes:
- Owen and Beagle Anchorages sit immediately next to the Port Coogee Marina.
- Listing of the anchorage by historical documents registers many of the shipwrecks in the area as the "port" they were originally entering or leaving.
- Three shipwrecks positioned off the shores of Port Coogee are protected under shipwreck legislation. The Omeo wreck, close to shore, has become a major tourist attraction at Port Coogee.¹⁶
- Port Coogee Marina has the only refuelling jetty between Fremantle and Rockingham making it a significant port of call and important that it be noted on mapping

3.3 Lack of significance and validity in the name North Coogee

The area of North Coogee was carved out of existing localities of Hamilton Hill, Spearwood and Coogee and named North Coogee in 2005. The name North Coogee was proposed by the City planners, presumably because the area lies to the north of Coogee which takes its name from the lake in the area. At the time, it may have been seen as a logical and simple solution to an area without a population. We submit that this name should no longer be retained for the following reasons: -

- The name North Coogee has no geographical significance as the name is derived from the Coogee Lake which is over 4.5km to the south of the most southern end of the proposed Catherine Point area and over 2.6km to the south of the most southern end of the proposed Port Coogee area.
- The locality of North Coogee has no historical connection to Lake Coogee.
- Section 1.3.4 of the Policy specifically states that *"The...retention of...cardinal indicators...will only be considered in exceptional circumstances and then only where necessary to give emphasis to a unique or outstanding topographical feature"*. There is no unique or outstanding topographical feature directly relevant to Port Coogee or Catherine Point justifying the retention of the name North Coogee given (i) the lack of historical and physical connection of North Coogee to Lake Coogee and (ii) the proposed names of Port Coogee and Catherine Point are more appropriate.
- In an initial survey conducted by SBCG in 2019 for the South Beach, Shoreline area, 120 of 124 respondents (97%) were in favour of changing the suburb name to a more relevant name for the area. At a PCCA members meeting attended by 69 members on the 18 February 2020 voted unanimously to pursue the name change.

¹⁶ Western Australian Museum – Maritime Archaeology Databases – Survey of the Port Coogee Development Area – Jeremy Green, 2005



- Despite being in place for 17 years, there are almost no businesses located within or around the locality of North Coogee use the name “North Coogee” as part of their business name promotion which is indicative of the lack of connection and validity of the name.¹⁷

3.4 Suburb sizes and boundaries

Landgate Policy 4.3 – Assigning named extents

Location: 32.099°S 115.761°E. The proposed suburb sizes are compliant with Landgate Policy. *“Localities within metropolitan and urban areas shall be a minimum size of 100ha, with the minimum number of lots to be 1000”.*

Total Land size: - 280 ha - Population –ABS 2016 Census 2,388 ABS 2021 Census 3,741 Total lot numbers 2126 as at 2019 – Source: City of Cockburn.

<p>South Beach Estate & Shoreline Estate comprise the proposed future suburb – Catherine Point 121 Ha</p>  <p>Source: Landgate</p>	<p>Port Coogee and the Power Station Precinct comprise the proposed future suburb – Port Coogee 159 Ha</p>   <p>Port Coogee and Power Station Precinct</p>
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¹⁷ See ASIC Business Name Register search as at 10 January 2023.

3.5 Local Government Area implications

The proposal covers the existing area of the suburb of North Coogee within the City. There was desire or intention by the community to change the existing boundaries of North Coogee but rather only to divide the suburb at McTaggart Cove. This will not cause a change of any land area in the City to another LGA or overlap any other area. Residents supporting the Petition expressed a clear desire to remain a part of the City of Cockburn.

3.6 Boundary at McTaggart Cove

Proposed Boundary of McTaggart Cove is seen by residents as a natural dividing boundary between the two suburbs. No dispute about the proposed dividing boundary has arisen during the Petition collection or in community engagement by the two associations and not in discussions with Landgate or the City of Cockburn. While we acknowledge that the area known as Cockburn Coast extends down to south of the Power Station where it connects to Port Coogee, McTaggart Cove is thought of by the community as a natural dividing line where the greenway and the narrowing of the suburb occurs. It would not interfere with Precinct planning being the end of the Robb Jetty precinct and the commencement of the Power Station Precinct.

4.0 Conclusion

While Landgate has advised that overwhelming community desire for change cannot be a reason for change, it is noted that approximately 2,000 local residents (75% of population) and businesses indicated their support to change the name of the suburb from North Coogee. Under Landgate policy, the majority of residents must want the change. The bar is set very high at 70% of those responding. This level of support has been demonstrated through the Petition and consistently during SBCG (CPCG) and PCCA interactions with the community in meetings, information sessions, mail drops and social and local media.¹⁸

CPCG and PCCA believe that support for the name change has not wavered and today with increased population it is likely to exceed the original Petition numbers. It is understood that Landgate will require the City, as an independent source, to verify this through formal community consultation. The City agreed to set up a working group to progress the consultation once Landgate agree that a compelling case has been made.¹⁹

If Landgate found, through their investigations of "Review against policy 4.9" with public agencies, that future planning would not be greatly impacted, nor would public safety be compromised, then the reasons outlined in this document provide a compelling case for change. Landgate and the GNC will decide whether these reasons are "necessary" or "unnecessary" but given the high level of compliance and the support of the population we respectfully ask that the people should be supported and the name change approved.

*"If Landgate determines that the name change is unnecessary or non-essential, yet there is enough community support for the change and it is compliant with the relevant naming policies and standards, it may be approved but it shall incur a service charge"*²⁰

¹⁸ Addendum 2 – Timeline tracker

¹⁹ Council Meeting 11/8/2022 Item 18.3 Council Decision re Working Group p. 522

²⁰ Landgate: Policies and Standards for Geographical Naming in Western Australia 1.1.4 p. 5

The importance of names to enhance a sense of place for communities is described on the very first page of Landgate's policy – The benefits of naming.

"Benefits of recording and preserving geographic names are associated with the past, present and future of a community. They form an integral part of personal identity by defining where people were born, live, have lived and from where their ancestors have come from. Such names are key elements of maps and charts and their practical benefits include the intelligence relating to the location of a place."

To this end, we submit that the name Catherine Point, which the Community has rallied behind following the advice of Landgate, and the name Port Coogee which is well-established and well-loved, are both names of maritime, historical, and geographical significance that are likely to be enduring and form an integral part of our personal identity as residents.

Addendum 1 – Renaming of South Beach Community Group

The decision of Landgate to not accept the suburb name South Beach was accompanied by clarification that the South Beach landmark is now only located in South Fremantle, a different suburb and Local Government Area to North Coogee and the City respectively. This determination led to significant discussion and consideration of the continued use of the name South Beach by the South Beach Community Group (SBCG). A realisation that the group were less involved in projects in and around this landmark triggered a consideration to change the group name. The name "North Coogee Community Group" was determined to be inappropriate, because the SBCG only represents the South Beach Estate and Shoreline Estates, and not the remaining portion of North Coogee in Port Coogee.

The name Catherine Point was indicated by Landgate as the most compliant for suburb renaming and had already been presented to the Community as part of community consultation on alternative names. Importantly, the Catherine Point landmark is specific only to this area, located adjacent and between the South Beach and Shoreline Estates, and lies within the northern section of North Coogee where the SBCG conducts its community activities.

On 20th July 2023, with the guidance of the City, the SBCG committee voted unanimously to change the Community group name from South Beach Community Group to Catherine Point Community Group. This group name change was presented to the Community at the Annual General Meeting held 23rd July 2023 and was voted in favour at a special resolution meeting on 20 August 2023. The formal name change request is with the Associations Branch of DMIRS, awaiting processing. This Community group rename, and associated publicity within and outside of the Community, will help to establish the name "Catherine Point" and ensure its enduring use into the future.

Addendum 2 – Timeline tracker

This timeline outlines the progress of the Name Change matter and is periodically posted to the Association's website and/or distributed to those who might request it. It is not necessarily complete but captures the main activity.

Acronyms and references

PCCA	Port Coogee Community Association
SBCG	South Beach Community Group
CPCG	Catherine Point Community Group, formerly SBCG
GNC	Geographical Names Committee – Advisory Body to the Minister
CoC	City of Cockburn
WWC's	West Ward Councillors of the City of Cockburn
OCM	Ordinary Council Meeting of the City of Cockburn
ERC	Expenditure Review Committee of the City of Cockburn

11 September 2023	Re-submission. This document forwarded to the City
25 August 2023	Comments on the document received from the City
7 August 2023	Document forwarded to City of Cockburn officers as a first draft for consultation.
July 2023	Committee Meetings and community meetings held confirm that community desire for the name change remains strong. PCCA/SBCG commences preparation of the re-submission.
23 July 2023	SBCG AGM where Chair announces committee decision to change group name of SBCG to CPCG.
20 July 2023	SBCG committee votes unanimously to change the name of the community group from South Beach Community Group to Catherine Point Community Group.
12 June 2023	SBCG and PCCA meet with Landgate and City of Cockburn informally. Landgate advises that no further meetings will be held as a completely new submission will need to be made given the change in the name away from South Beach name and the restructure of the compelling case is presented.
May 2023	Consult further with individual PCCA and SBCG committees, with CoC and West Ward councillors
30 April 2023	PCCA/SBCG Information Event at Playground Rollinson Rd to discuss the new proposed name Catherine Point and the need for adherence with Landgate/GNC policy.
29 April 2023	PCCA/SBCG Information Event at Port Coogee Frasers' Park to discuss the new proposed name of Catherine Point and progress to date. Main concern of the Community was how long will it take.

25 - 27 April 2023	Mail drop to all households to inform of progress and to seek opinion on the change of name to Catherine Point instead of South Beach. Set up a website to inform and Gmail address to take queries.
14 March 2023	SBCG and PCCA meet to identify what is needed to progress the case to Landgate and agree Catherine Point alternative name based on Landgate's advice. Agree to undertake a communication campaign to inform the community of the progress and the opportunities to change.
3 February 2023	SBCG and PCCA advise the community of progress and reasons why South Beach name cannot be accepted and that the best direction for the "compelling case" is the two suburbs have evolved differently.
30 January 2023	Meeting Landgate/CoC/SBCG/PCCA. After reviewing our informal resubmission Landgate agrees that new information provided suggests that there could be a compelling reason for change. However, Landgate advise the South Beach name cannot be further considered and a new name must be presented. Catherine Point could be supported but Nara Beach would require extensive Aboriginal consultation and may not be appropriate.
17 January 2023	SBCG/PCCA submit an informal document "compelling reasons for change and compliance with policy" to Landgate for consideration.
8 December 2022	City of Cockburn Ordinary Council Meeting approves support for progressing the case to Landgate and budget for community consultation subject to Landgate agreeing the compelling reasons for change.
6 December 2022	Meeting with Landgate/City of Cockburn/SBCG/PCCA Landgate clearly outlined the drivers for change and evidence required to make the compelling case.
17 November 2022	CoC and working group meet to review recommendations to Council re community consultation and identification of two alternative names for South Beach.
27 September 2022	Working Party 1 st Meeting – confirms two step consultation process to be undertaken by the City. Step one to be a survey to confirm name preferences to be held early 2023. CoC preparing documentation for ERC and Council OCM in December. SBCG to consult with residents on an alternative name option for South Beach – both South Beach and new name to be considered in the Survey.
9 September 2022	Meeting with local member Simone McGurk MLA – PCCA/SBCG & Cr Corke.
11 August 2022	OCM - SBCG and PCCA make deputation requesting further assistance from the City Officers. Council agrees to set up a Working Group to meet before end September with CoC/SBCG/PCCA/WWC's and to confirm next steps.
15 July 2022	City advises an update will be put to the Ordinary Council Meeting (OCM) 11 August 2022.
7-8 July 2022	SBCG and PCCA both raise concern about the delays in response from CoC and request action.

7 July 2022	SBCG and PCCA meet and agree to make representations to CoC to carry forward the community consultation.
31 May 2022	The City co-ordinates a meeting with Landgate, City of Cockburn, PCCA and SBCG. Landgate requests more evidence of "confusion" issue and advises a further "compelling case" must be made by the City by way of community consultation and clarity around the confusion issue.
20 April 2022	PCCA and SBCG raise issue directly with the CEO/CoC at the Meet & Greet event with the new CoC CEO.
22 March 2022	Name Change matter passed back to Corporate Affairs within City of Cockburn.
8 March 2022	PCCA meeting with new CoC team assigned in Community Services who advise the City has discharged their duty and no further action will be taken. PCCA review the submission and work with the Community.
Feb – April 2022	SBCG and PCCA pursue avenues for appeal and work with West Ward Councillors and others to identify next step options.
21 December 2021	City Officers met with new Landgate Manager and advised that Landgate reiterated objection to South Beach name and the need to prove "confusion" as the compelling case.
26 November 2021	Landgate cancels meeting for 29 November advising it will only deal with CoC not the Community groups.
25 November 2021	SBCG send Rebuttal Document to Landgate cc City of Cockburn with PCCA contribution.
20 October 2021	City of Cockburn advises PCCA/SBCG of Landgate's review.
4 October 2021	City of Cockburn requests from PCCA/SBCG examples of "confusion" for Landgate. Both parties respond with 60 testimonials from residents.
29 September 2021	Landgate responds to CoC with heavily conditional approval for two suburbs advising the name Port Coogee could be supported however the name South Beach will not be considered due to perceived conflict with South Beach in the City of Fremantle. In addition, any confusion must be proven, and the City of Cockburn must undertake independent community consultation.
18 August 2021	Addendum to Submission submitted by SBCG.
27 May 2021	SBCG provides additional letters of business support.
26 May 2021	Petition and Reports sent to Landgate by City of Cockburn requesting consideration by the Geographical Names Committee (GNC).
15 May 2021	Ordinary Council Meeting (OCM) elected members of the Council unanimously vote to support the name change.
2 February 2021	Submission and Petition delivered to the City of Cockburn by PCCA and SBCG.
Feb to Nov 2020	Petition collection - 2300 eligible residents support with strong business support. PCCA and SBCG jointly research and prepare a detailed submission to the City of Cockburn (CoC) and consult widely with business and Community groups.

18 February 2020	Port Coogee Community Association (PCCA) members unanimously agree to jointly undertake a Petition with SBCG to change the suburb name of North Coogee to Port Coogee and South Beach.
15 October 2019	South Beach Community Group (SBCG) representing Shoreline and South Beach Estate, agree to pursue a name change of their suburb to "South Beach".

Addendum 3 – The Place Making Strategy for Cockburn Coast

EMC 7598977 CoC Place Making strategy by Place Partners for the Robb Jetty Local Structure Plan 2906/2018 [Appendix O – Place Making Strategy](#)

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"Place is defined as a location that has meaning for the people who use it, has a unique character that reflects the needs and aspirations of the community and the narrative of the site's history. Place Making: The aim of place making is the creation of meaningful environments that respect the unique qualities of each different location. Place Making must:

- > Respond to the essential character of the place
- > Be meaningful to people; emotionally and spiritually
- > Involve people in the place's production
- > Be attractive to people; physically and intellectually
- > Provide a choice of experiences
- > Be sustainable economically and environmentally"

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"ROBB JETTY: LOCAL - SEAMLESS - BALANCED - INTIMATE

Robb Jetty is primarily a place for local residents and businesses, a walkable village that is intimate in scale and 'soft' in character. In Robb Jetty the beach comes to the main street, locals walk barefoot and the stories of the past and its people are part of everyday life. A variety of small but connected public places offer a range of experiences from the quiet to the communal, the sheltered to the open, the organic to the formal. Robb Jetty is a place to build meaningful and lasting relationships; to share a chat on the bus, to know the local newsagent, to have your favourite seat in the park"

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"RJ2 CATHERINE POINT: Catherine Point is the transition point between south beach and the Cockburn Coast. A relatively unchanged experience, it provides for animal and passive beach enjoyment with the addition of modest development for community use. It is a seamless experience."

"POWER STATION: DYNAMIC – CONTRAST – ENERGY – CREATIVE

The Power Station is an iconic landmark; its physical dominance should translate into the area's primacy as the key regional destination for the Coast. The centre of recreation and leisure activity Power Station is the place where community celebrations are held and tourists enjoy multiple experiences that vary with each visit. New and old are juxtaposed; events showcase the innovative and challenging. Creative entrepreneurship is encouraged across multiple fields from energy production, to arts, culture, experiential tourism and business. Self-sustainability for this precinct is key - activity has to be self-generating and infrastructure flexible and attractive to a range of users on weekdays, evenings and weekends in summer and winter".

Addendum 4 – Robb Jetty Camp

Reference <https://derbalnara.org.au/indigenous-heritage-sites/robb-jetty-camp> Robb Jetty Camp

Site Type: Man-Made Structure (Camp)

Archaeo. /Ethno: Both Archaeological and Ethnographic

Side Id./Co-ords: 3707 / Coordinates: 382501mE, 6449352mN, Zone 50 (Reliable)

Site 3707 (Robb Jetty Camp) was first reported by O'Connor, Bodney and Little

(1985) as a camping area located in the sandhills to the south of South Beach, in the vicinity of Catherine Point where camps were situated between the Bradford Kendall Pty Ltd Iron Foundry and Robb Jetty. According to O'Connor et al (1985) early records indicate that the area was used as a camp area and was still in use by Aboriginal people from outside the metropolitan area at the time of recording. Like other long-established fringe camps, O'Connor et al considered the area likely to have been a traditional camping area.

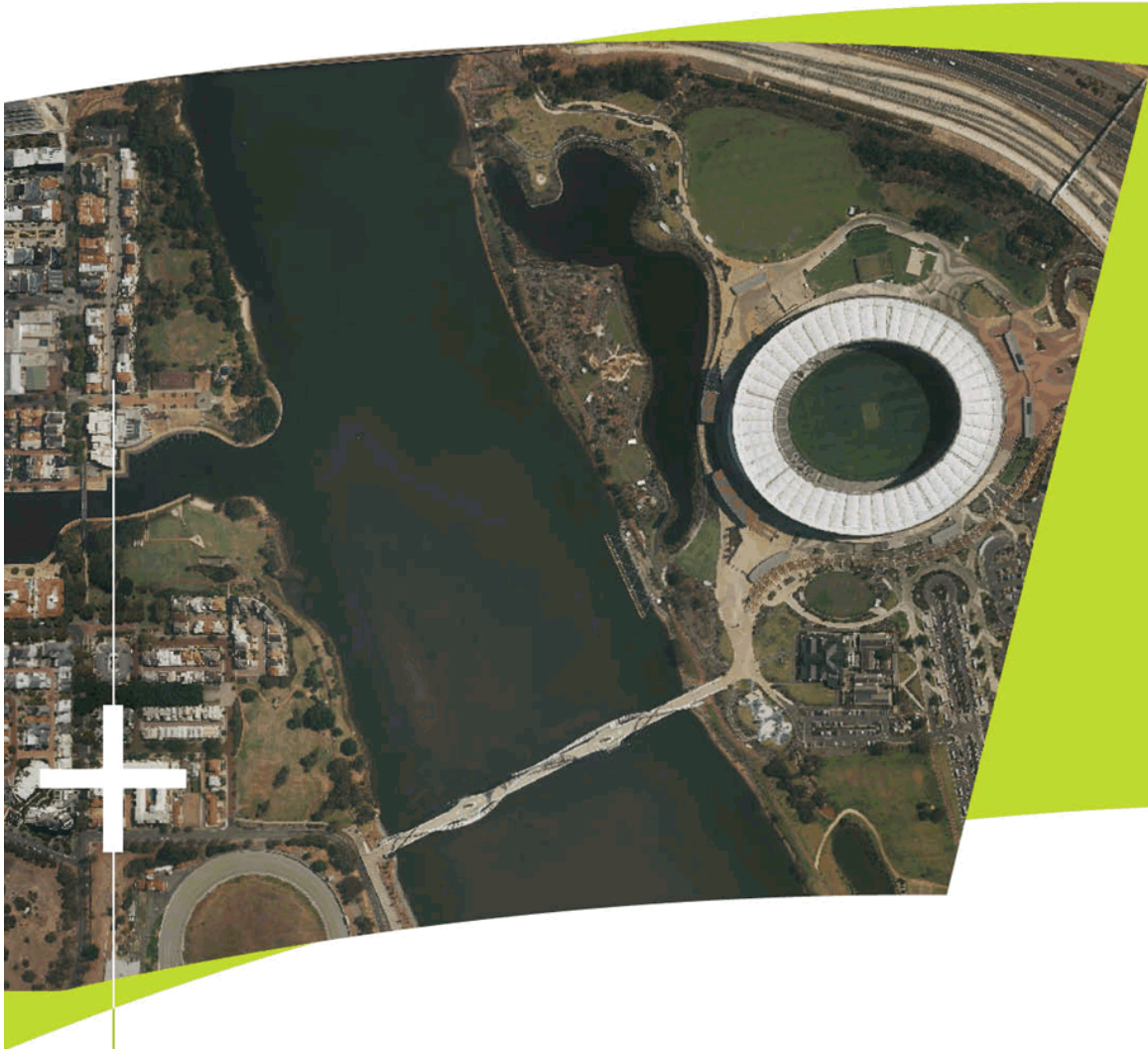
The site is on the Permanent Register and the file has 'Open' access. The Register indicates that the site is currently mapped as being approximately 1.2 km long, its width no greater than 100m.

O'Connor et al (1985) note that the area is known to have been used for Aboriginal camping from about 1910, and that, "although Perth Metropolitan Aboriginal people no longer camp here, it was noticed that Aboriginal visitors from the Kalgoorlie region were living among the sandhills. Though the sands driven by winter winds cover most evidence of human occupation, making individual camps hard to distinguish, in the deeper interdunal swales, campfire ashes, domestic refuse and the remnants of temporary shelters have been observed (O'Connor et al 1985: 83- 85). The site is also listed as containing a man-made structure and this is almost certainly due to O'Connor et al reporting of the presence of remnants of temporary shelters.

McDonald conducted archival research on behalf of Ethnoscience in 2003, which found that Makin (170) had identified an Aboriginal campsite adjacent to "The Smelters" to the south of Fremantle. However, the report goes on to say that the available evidence suggests that the Robb Jetty Camp and Makin's "The Smelters" camp are in fact one and the same.

According to O'Connor, Bodney & Little (1985) (DIA report ID 102670), the Robb Jetty Camp site (ID 3707) has been used as a campsite since approximately 1910. In the 2003 study by E. McDonald for the proposed South Beach Village development (see DIA Report ID 20805, summary below), discussions with the Project's proponents revealed that Robb Jetty Camp was located to the south of the ANI Bradken Foundry land (Lot 1815 Island Street) and they could not recall anybody camping within the boundaries of the foundry property.

AIC also conducted a survey in 2003, involving consultation with representatives from the Combined Metropolitan Working Group (CMWG) NTCs, in which Site 3707 (which will be impacted by the present proposed re-development plans for the Cockburn coast) was identified by the Aboriginal informants as extending from the mouth of the Swan River to Warnbro as the area is part of the well-used coastal 'pad' or route and had previously been used for camping and hunting.



Policies and Standards for Geographical Naming in Western Australia

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Section 1: General naming policies and standards

Background

For Western Australia, features on the surface of the earth, man-made or built structures and political/administrative boundaries are considered collectively according to their form (feature class), for example. roads, localities, river, desert, forest, lake etc. Within this policy, these are referred to collectively as geographic features.

The *Policies and Standards for Geographical Naming in Western Australia* includes a number of fundamental requirements for the naming of roads, administrative boundaries, cultural and topographical features. They include legislative considerations, external policies and cultural factors to ensure a sound toponymic heritage for future generations of Western Australians.

The benefits of naming

Geographic nomenclature or toponyms are usually the first point of reference used when referring to a spatial location and are a fundamental component of culture. They are indispensable when used as public and personal references for location description and identification for example defence, emergency service responders and postal services, addresses, navigation.

Benefits of recording and preserving geographic names are associated with the past, present and future of a community. They form an integral part of personal identity by defining where people were born, live, have lived and from where their ancestors have come from. Such names are key elements of maps and charts and their practical benefits include the intelligence relating to the location of a place.

Why is there a need for these policies and standards?

In order to comply with relevant legislation and to provide an open and transparent naming process, policies and standards are required. This document has been developed to provide a basis on which the assignment of names to places, features, administrative boundaries and roads can be undertaken. They serve the long-term interests of the community by identifying, protecting and reflecting our culture, heritage and landscape, and apply to all nomenclature within Western Australia.

The benefits of a consistent writing system (or orthography) of geographic naming is important to a wide range of local, national and international communities who engage in:

- communications such as postal and news services
- emergency service response and natural disaster relief
- environmental management
- map and atlas production
- navigation and tourism
- property determinations and cadastre
- road maintenance and development
- statistic and census information
- trade and commerce
- urban and regional planning
- vegetation and mineral mapping.

How do these policies and standards work?

In Western Australia the practice of officially naming features, localities and roads is covered under Section 26 and 26A of the *Land Administration Act 1997*. The legislation is supported by policies and processes which provide the necessary information for any person or group interested in the naming and the determination of extents for roads, topographical features, points of interest, administrative boundaries and localities.

The use of these standards and policies is mandatory and they have been developed through consultation with local government, government departments, emergency service responders, public service providers and the wider community.

The information in this document has been divided into the following sections

Section 1: General naming policies and standards

Section 2: Roads

Section 3: Topographic features

Section 4: Localities

Section 5: Local parks and recreational reserves

Section 6: Administrative boundaries

Section 7: Appropriate use of Aboriginal and dual naming

Section 8: Role of the Minister for Lands, Landgate and the Geographic Names Committee

Section 9: A guide to consultation

Section 1 includes general information about the naming processes and details the principles and standards which apply to all naming, renaming or changing the position or boundary of a feature, locality or road. The information in Section 1: General Naming Policies and Standards must be used in combination with the various policies and procedures as outlined in the other sections of this document.

Legislation and standards

Land Administration Act 1997

These policies and standards are provided for under the *Land Administration Act 1997, Part 2 – General administration, Division 3 – General; 26. Constitution, etc. of land districts and townsites; 26A Names of roads and areas in new subdivisions.*

Land Information Authority Regulations 2007

These policies and standards are also provided for under the *Land Information Authority Regulations 2007; 3 – Information prescribed as fundamental land information*

Australian/New Zealand Standard AS/NZS 4819:2011 Rural and urban addressing

All Western Australian rural and urban address allocations are recorded by Landgate in accordance with *AS/NZS 4819:2011*. This Standard was prepared by the Street Address Working Group of the Intergovernmental Committee on Surveying and Mapping (ICSM).

Names covered by other legislation or regulations

The naming of local government authorities and wards - *Local Government Act 1995*.

The naming of Electoral Districts - *Electoral Act 1907*.

Requesting and processing submissions

Any person, community group, organisation, government department or local authority can request a new name or an amendment to an existing name or boundary by contacting Geographic Names within Landgate in the first instance.

Consultation with the relevant local authority is required in each case. To expedite the process, such requests should be put to the relevant local authority for their comment and/or endorsement prior to the submission being sent to Landgate for consideration.

Further information on the process of submitting naming requests can be found in Appendix 1A of this section.

Members of the public

Members of the public are welcome to participate in the naming process. They may do so by submitting such proposals to the relevant local government or other government authority responsible for the feature, locality or road they are interested in naming/renaming or adjusting the position/boundaries of.

Further specific details of the naming proposal procedures, and the information that should be provided in such submissions, are outlined in the relevant sections of this document.

Stakeholders

Stakeholders such as emergency service responders and other service providers may request a naming action in three ways:

- propose a name or boundary for a feature, locality or road to the responsible local government or other government authority
- alert the responsible local government or other government authority and Landgate to an issue with an existing name or boundary for a feature, locality or road and request that the matter be investigated
- assist Landgate in providing advice in the determination of whether a naming request conforms to these policies.

Local Governments and other government authorities

Local Government and government departments/authorities responsible for the administering of land within Western Australia are required to make submissions to Landgate for any naming proposals for place names, features, administrative boundaries, localities or roads within their jurisdiction.

Cooperation between agencies

Geographic information and the systems which use such data are ever present and of constant interest to the general public, developers, surveyors, state and commonwealth government agencies, and of particular importance to emergency service responders.

All such agencies and groups are encouraged to collaborate on naming issues when necessary. This is particularly important when naming issues extend across local government boundaries or are of great significance to the wider community.

Minister responsible for the *Land Administration Act 1997*

The Minister for Lands (the Minister) is responsible for the *Land Administration Act 1997*. Through delegated authority, the Minister enables Landgate to review submissions and identify, capture and maintain new place names, features, administrative boundaries, localities and roads within Western Australia and formally approve these actions on the Minister's behalf.

The Minister appoints the Geographic Names Committee (GNC) to provide expert advice on submissions considered to be controversial, of state significance or those seeking special consideration due to their non-compliance with the naming policies. Further information on the role of the Minister, Landgate and the GNC can be found in Section 8: Role of the Minister for Lands, Landgate and the Geographic Names Committee.

Western Australian Gazetteer

Landgate is responsible for maintaining the State's Gazetteer and nomenclature database which is known as GEONOMA. This information system contains official, recorded, historical and administrative names and geographical coordinates of places, localities, features, points of interest, public and private roads for all of Western Australia and its territories. Information (attributes) considered to be essential to these names such as the official spelling of the name, feature type, classification, derivation, map number, coordinates and if known, any alternative and historical names is also recorded.

GEONOMA is recognised by the Western Australian government as the primary source of truth and the official register for all approved names for topographic features, administrative boundaries and roads, including their positions and extents. Names added to or amended within GEONOMA are automatically propagated to features in other linked government systems.

Use of official names

Names that have been formally approved by the executive officer, chairman of the GNC or the Minister are deemed to be 'official' or 'approved' names. Such names are recorded within the State Gazetteer as approved and these names must be used for all official maps and spatial data products within Western Australia.

Gazetteer of Australia

The Gazetteer of Australia is a composite database which contains recorded geographical names within Australia. This database is maintained in cooperation with ICSM and the Permanent Committee on Place Names (PCPN). The information within this gazetteer is provided by the jurisdictions. The copyright for the information resides with the relevant state, territory or Australian jurisdiction that remains the official custodians of this information. Further information about the Australian Gazetteer can be obtained from Geoscience Australia

Policies

1.1 Purpose of the geographic naming policies

The following policies must be used in conjunction with the relevant policies outlined in the other relevant sections of this document. They have been established to ensure that no confusion, errors or discrimination may be caused by the naming, renaming or boundary change process.

1.1.1 Retrospective application of policies

These policies are not intended to be applied retrospectively except in those instances where the application of these are considered to be in the public's best interest for the provision of essential and emergency service responders.

They do, however, set new, and reinforce existing, policies and standards for geographic naming in Western Australia. The intent of this document is to ensure that past issues and problems resulting from little or no regulation of the naming process are not repeated.

1.1.2 In the public interest and safety

Any new, or change to existing, names for topographic features, administrative boundaries or roads shall not risk public and operational safety, interfere with emergency service responders, or cause confusion for transport, utility, communication and mail services. Any submissions to change existing names will only be considered when the long-term benefits to the community can be shown to outweigh any private or corporate interests, or short-term effects.

1.1.3 Names on private land

Any topographic feature, locality or administrative boundary within a private property, retirement village, mining town or any other non-public area shall be named in accordance with these policies and standards.

It is recommended that all roads on private land are named in accordance with these policies however those that are used for addressing or accessing services must adhere to these policies for reasons of public safety.

1.1.4 Unnecessary name changes

Any change to an existing approved name is discouraged. As all official names are meant to be enduring, any proposals to change the name of a feature, administrative boundary or road must include evidence of a compelling reason for such a change, for example the proposal is deemed to be in the public interest for safety reasons.

The changing of a name merely to correct or re-establish historical usage shall not be considered in itself a reason to change a name.

Evidence of community consultation and feedback from all relevant agencies and jurisdictions must be included with the submission. All such requests will be required to be presented to Landgate for consideration.

If Landgate determines that the name change is unnecessary or non-essential, yet there is enough community support for the change and it is compliant with the relevant naming policies and standards, it may be approved but it shall incur a service charge.

1.2 Language and spelling

1.2.1 Australian English

Names in Western Australia shall only be adopted in a single language form, although it is acknowledged that other forms may be pre-existing and in use. All new submissions will require a single language form only and shall only be written in standard Australian English*.

A name derived from languages other than Australian English should be written according to the considered opinion of linguistic specialists and be acceptable to the appropriate language communities concerned.

1.2.2 Recognition and use of Aboriginal names

The use of Aboriginal names and words for naming features, administrative boundaries and roads are a way of recognising the different enduring cultural and language groups. Names originating from an Australian Aboriginal language local to the area of the topographical feature, locality or road, must be written in a standard recognised format and their use is subject to agreement from the relevant Aboriginal communities

Named features may remain in their traditional language without translation of the generic descriptor. A descriptive term may be added to indicate the true nature of the feature.

Dual naming

In Western Australia, the use of dual naming is supported as a means of giving concurrent and shared recognition of two cultures. Dual names shall always consist of two distinct name parts; usually one part of Australian English and the other of Aboriginal Australian language origin. Dual names may not be applied to most administrative boundaries, infrastructure or constructed features such as roads, bridges or communication towers. They may be applied to natural topographic features, bounded areas such as state forests, national parks and crown land reserves.

Further information regarding the use of Aboriginal languages and the dual naming policy can be found in Section 7: Appropriate use of Aboriginal and dual naming.

Consultation

Consultation with the relevant Aboriginal communities should be undertaken prior to any public consultation on the proposed name(s). In instances when there is more than one relevant Aboriginal group, consultation with all parties must be undertaken. Further information regarding an Aboriginal consultation process is included in Section 7: Appropriate use of Aboriginal and dual naming.

1.2.3 Pronunciation and use

Names should be easy to pronounce, spell and write. They shall not exceed more than three (3) words including the generic for a topographical feature; three (3) words including the road type for roads; and one (1) word for localities. Names used for roads and localities should be short. All name submissions should include pronunciation.

An exception to this policy is in the use of Aboriginal words. It is accepted that whilst the traditional names may appear to be complex at first, they will over time become familiar and easier to use within the community.

* (Australian English is a variety of the English language and was recognised as being different from British English by 1820.)

1.2.4 Spelling of geographic names

Spelling of names should conform to Australian English where possible. When determining the spelling of names, it is recognised that spelling rules that apply to other words in the English language may not apply. Although these standard spellings generally conform to rules of Australian English, they may reflect historical spellings or forms commonly used, or preferred, by the community and may therefore include what appear to be grammatically incorrect, misspelled, improperly combined, or clipped words.

1.2.5 Uniformity of spelling

Names of the same origin applying to various service facilities in a community shall conform in spelling with the official name of the community. Associated features with the same specific shall also agree in form and spelling.

Associated names, such as Balgowlah and Balgowlah Heights, or names deriving from the same source such as McLaren Flat and McLaren Vale, should have the same spelling, rather than for example Girraween and Girrawheen.

1.2.6 Discriminatory, derogatory and inappropriate names

Discriminatory or derogatory names are those perceived, at a given point in time, to be offensive, demeaning, or harmful to the reputation of individuals, or to social, ethnic, religious, or other groups. It is recognised that the perception of discriminatory or derogatory may vary through time and from place to place. In response to requests from the public, and on a case by case basis, Landgate will investigate the appropriate status of any existing names deemed to be discriminatory or derogatory.

All new names submitted for official use shall be recognisable words or acceptable combinations of words which must be euphonious, in good taste and are found in present-day local usage. Exceptions to this occur when a name is shown to be offensive or derogatory to a particular group, gender or religion. In such instances, Landgate will not approve the use of these names for official purposes.

Names that are composed from unnatural or inappropriate combinations of words, including combinations of words of different languages and fusions of forename and surname elements shall not be accepted.

Any request to change a currently used name on the grounds that the name is derogatory or patently offensive shall be forwarded to Landgate in the form of an official application and must include the reasons why the present name should not remain in use.

In considering a change proposal, careful consideration will be given to all relevant factors, including the extent and distribution of usage, historical context, user perceptions and intent, and lexical meanings.

1.2.7 Names in general use

Preference shall be given to the names with extensive usage on official maps, to names in government records and names which have been proven to be of direct historical and/or local significance. Where long-established forms on maps and in records conflict with extensive, preferred local usage, the matter shall be referred to Landgate for resolution.

Names which have geographical significance or are names of early explorers, discoverers, settlers, naturalists, surveyors etc are generally acceptable. They will be deemed appropriate where they are relevant to the history of Western Australia, its discovery by Europeans and the location in which they are to be applied.

The changing of long established place names shall not be accepted. Consideration may be given where it is necessary to avoid ambiguity or duplication.

1.2.8 Alternate or alternative names

An alternate or alternative name is any current or historical name or spelling for a topographic name other than its official name.

The use of such names shall not be allowed for official purposes and will be resolved by establishing one official name as outlined in these policies.

1.2.9 Dissemination of sensitive or secured names

There may be some instances where the details and location of a topographical feature name may need to be held back from appearing in the public domain. In these instances, Landgate will decide if it is in the state's interest to have the details of such names suppressed from public access. Examples of such instances may include the location of Aboriginal heritage sites where there may be state or national security implications or where Landgate has identified other reasons such as public safety concerns.

These names and their locations will still be registered within the State's Gazetteer, but they will be assigned the name type of 'sensitive/secured' name and will only be released to individuals, agencies or groups who make a written formal request to Landgate justifying access to such information.

1.3 Characteristics of geographic names

Geographic names (toponyms) originated in, and continue to be, influenced by spoken language; therefore, consideration must be given to this when adopting them into a written form. Often emphasis is placed on the written forms of names, including matters of spelling, capitalisation, word form, and writing marks, when these may have very little to do with the way names are to be spoken.

1.3.1 Specifics and generics

A geographical name usually includes both a specific (also known as a proper name) and a generic (an entire group or class) element. For example, Cannington (Canning – town), Israelite Bay or Lake Argyle. The generic part tells the kind of place, feature, or area to which the name refers, and the specific part uniquely identifies the particular place, feature, or area.

The specific part may consist of one or more words such as Meharry, 80 Mile and Nallah Nallah. The generic part of the name is usually a single topographic term such as brook, hill, bay, peak, or lake. If a watercourse is smaller than named 'rivers' nearby, the use of another term, such as 'brook', 'creek', or 'stream' would be more appropriate.

The binomial (two-part) form is strong, and in written usage often leads to combining words in the specific part of the name, such as Arnold Park Brook and Cairnhill Park. The names of some features can be long, especially if that specific part is a prepositional phrase: Archipelago of the Recherche, Diamond of the Desert Spring, Champ de Mars and St Alouarn Island Nature Reserve.

Some names have rare generic forms; for example, Shinbone Alley (valley), Imorogu Tabletop (hill), Devils Elbow (place name), and Rundle Patch (reef). New names shall contain the generic term appropriate to the nature of the feature. The generic term shall be recorded in English, or in an Aboriginal language appropriate to the area in which the feature is located.

In English, the generic normally follows the specific. However, 'lake', 'mount', 'cape', and 'point' may either precede or follow. 'Mount' generally precedes a personal name, as in Mount Meharry and Mount Augustus. All generics shall be recorded in full, for example, Mount not MT or Mt and Point not PT or Pt.

Occasionally a name of Aboriginal origin, when fused with the specific, has a generic term that is similar in meaning to the French or English generic of the toponym. Examples are Badjirrajirra Creek, Whingawarrena Hill and Mount Gnurdungning. Whilst names such as these are quite acceptable the use of a generic term with an Aboriginal name is not mandatory.

1.3.2 Names starting with 'The'

A definite article is a part of speech which is used in front of a noun. They are sometimes used in reference to certain types of topographic locations. 'The' is the only definite article used in Australian English. Some examples where one-word names required a capitalised article include, The Arrows, The Causeway, The Deadwater and De Grey.

New road and locality names shall not include the definite article 'The', for example, The Avenue, The Esplanade or The Strand.

The use or retention of the definite article 'The' will only be considered in exceptional circumstances and then only where necessary to give emphasis to a unique or outstanding topographical feature.

1.3.3 Use of prepositions

Prepositions shall not be used when naming topographical features, administrative boundaries or roads. Common prepositions include, 'about', 'above', 'between', 'inside', 'near', 'of', 'onto', etc.

1.3.4 Name extensions, destinations, suffixes or prefixes

The use of name extensions, qualifying terminology, cardinal indicators, prefixes or suffixes (for example, Upper, New, North, South, Park, Grove, Heights, Waters etc.) shall not be permitted for new road and locality names.

Suffixes for roads, localities and topographic feature names shall not be used, for example, Babakin North West Road, Dead Horse Hill West Road, Wyening West Road. The use of directional or other similar devices as suffixes to uniquely define a name can lead to confusion and unnecessary duplication and therefore will not be approved for use.

New destination-to-destination names, for example, Midland-Perth Road, shall not be permitted.

Pre-existing road names that include a hyphen in the official name shall remain and be shown with the hyphen in all usage, for example, Miling-Moora Road.

The use or retention of name extensions, cardinal indicators, prefixes or suffixes will only be considered in exceptional circumstances and then only where necessary to give emphasis to a unique or outstanding topographical feature.

1.3.5 Use of the words 'city', 'town' or 'shire'

The use of the words 'city', 'town' or 'shire' shall not be approved as part of a road, administrative boundary, locality or topographic feature, alone or in combination with other words unless assigned under the *Local Government Act 1995* or the *Land Administration Act 1997*.

1.3.6 Accepted use of capitalisation

Capitalisation is writing a word with its first letter as a capital letter (upper-case) and the remaining letters in lower case. Words considered to be a part of a proper topographic name shall be capitalised, including all the adjectives, common nouns, and the definite article.

Examples include:

Aurillia Creek Racecourse Branch
Big Ti Tree Creek
De La Poer Range Nature Reserve

Exceptions to the rule of capitalisation include articles and prepositions within multiple word names. When the generic part of a name is purposely omitted, the definite article preceding the specific name shall not be capitalised.

Archipelago of the Recherche
King of the West Lake
Pass of the Abencerrages

Proper names of topographic entities such as regions, political divisions, populated places, localities, and physical features shall be capitalised in both the singular and plural.

Beaufort Plains (Homestead)
Badgingarra Ward, Dandaragan (local government ward boundary)
Samson Brook Catchment Area

1.3.7 Possessive apostrophe

When naming roads, administrative boundaries or topographical features the possessive apostrophe shall not be used. The use of such an apostrophe in the English language denotes ownership, possession, or reflects association or affiliation to something.

In all cases of topographic features, localities and roads which have been named in the past containing an element that has historically been written with a final –'s or –s', the apostrophe is to be removed completely, for example St Georges Terrace, Gentles Corner, Keanes Point.

An apostrophe forming part of a name may be included, for example O'Connor, A'Dale, D'Orlando.

1.3.8 Use of hyphens and the word 'and'

The use of hyphens to connect parts of names shall not be used. However, hyphens used in administrative names, for example, City of Kalgoorlie-Boulder, Shire of Augusta Margaret River, may be used.

In all cases of topographic features and roads which have been named in the past containing an element that has historically been written with a hyphen, the hyphen as part of the name shall be retained, for example, Bee-Eater Creek, Baulu-Wah Community, Minilya-Exmouth Road.

The word 'and' is not to be used

1.3.9 Diacritical marks

Diacritical marks, also known as diacritics, are not used in Australian English names. In the case of names derived from languages other than English, any diacritical marks shall not be carried over to the English form, for example, Géographe Bay becomes Geographe Bay and Cape Péron is Cape Peron.

1.3.10 Punctuation

The following types of punctuation as used in Australian English, shall not be included as part of a geographic name: period (full stop), comma, colon, semi-colon, quotation marks, exclamation mark, question mark, ellipsis, hyphen, dash, apostrophe and parenthesis.

1.3.11 Symbols and logo grams

Symbols or logograms are used in written language to represent an entire word or unit of speech. Examples in English include numerals and symbols such as &, @, ☺, ♪, ☼ or © # and %.

When naming roads, administrative boundaries or topographical features symbols or logograms shall not be used.

1.3.12 Numbers in names

Numbers or roman numerals included as all or part of a road, administrative boundary or topographical feature name shall be written in full, for example, One Arm Point and not 1 Arm Point, Seventh Avenue and not 7th Avenue or VII Avenue.

1.4 Commemorative names

In the past, many topographical features and places in Western Australia were often named after living persons, an event or another place. It was common practice to bestow the names of benefactors, members of the Royal Family, international and national figures, crews of vessels, members of expeditions, survey assistants, and family members left at home, many of whom had no connection with the feature that was named after them. This practice is no longer supported.

A commemorative name applied to a locality shall only use the surname of a person posthumously.

A commemorative name applied to a road should use the surname of a person posthumously; although it is preferable that only the surname is used, consideration may be given to using the first name. For example, Alma Road in Donnybrook was approved to commemorate Alma Williams where the surname was deemed non-compliant due to overuse and duplication in the area.

Where the first name is not suitable, consideration may be given to applying both the first name and surname to the road. For example, Barry Marshall Parade was approved to commemorate Barry Marshall where both the first name and surname were deemed non-compliant due to overuse and duplication in the area of similar sounding names.

A commemorative name applied to local parks and recreational reserves may use the first name and surname of a person; although, it is preferred that only the surname is used.

1.4.1 New commemorative naming proposals

Landgate recognises the significance of historic commemorative naming and encourages the continued recognition of outstanding achievements, contributions to the community and significant events.

The following policies shall apply to all commemorative naming proposals:

- all commemorative name proposals shall meet the same criteria required of any other name proposal
- all commemorative naming proposals must include evidence of support by the wider community and reach beyond a single local government, person or special interest group
- a commemorative name shall not be used to commemorate victims of, or mark the location of, accidents or tragedies
- prior or current ownership of land does not confer the right or entitlement to apply a commemorative name
- the use of unofficial commemorative names in publications, or in landscape dedications or markers, is no assurance that they will be adopted into official names records
- a commemorative name shall not be considered for adoption if a well-established and acceptable name already exists for the feature.

1.4.2 Use of personal names

Landgate will not accept a commemorative naming proposal of a person whilst they are still alive for a road or locality.

Requests to approve names that commemorate, or that may be construed to commemorate, living persons will also not be accepted.

The approval of a name to commemorate an individual will only be considered;

- posthumously
- permission of the immediate family must be obtained. Where the person has been deceased for more than 10 years and contact with the immediate family could not be established appropriate consultation must be carried out
- based on a demonstrated record of achievement

- having had a direct and long-term association with the location and made a significant contribution to the area
- the proposal commemorating an individual with an outstanding national or international reputation has had a direct association with the area in which it is to be located
- such application is in the public interest
- there is evidence of broad community support for the proposal.

The following will not be considered as appropriate grounds for a commemorative naming request:

- current or past ownership of the land is not considered sufficient grounds
- precedence of existing names
- past or ongoing public service within all levels of government
- names will not be supported after a person who has sponsored the development of the area, or was a commercial developer.

Use of nicknames, epithets or informal names

The use of nicknames or other informal names may also be used but only in combination with the surname, for example, Snow Bennett Park. The approval of such names will be at the GNC's discretion as the preference is for only the surname to be used. The use of elongated names such as Harold 'Snow' Bennett Park will not be considered.

Alternate commemorative naming options

If a local government or community group wishes to commemorate a living person, they should consider an alternative option. Section 5: Local parks and recreational reserves, may meet their needs for commemorative naming of living people.

The local government may prefer to commemoratively name buildings and/or other community infrastructure after living people. It is however requested that the normal naming policies and standards should still be applied to avoid duplications and any possible confusion with other such facilities.

1.4.3 Honouring living people by the Minister

In rare circumstances the Minister at his or her discretion may approve a commemorative name of a living person for a road or locality, where they have attained exceptional achievements at state, national or international level, requiring special recognition.

The Minister will not approve a name:

- that could be considered offensive
- exposes the State Government to legal risk or widespread public criticism
- is connected to a religious group, political group or commercial enterprise where they are likely to cause public divisiveness.

1.4.4 Use of initials

The initials of a given name shall not to be used in any instances. For example, a feature named Smith Park is easier to identify than one named J.K. Smith Park as it could be incorrectly referred to as JK Park, K Park, Smith Park by the public.

1.4.5 Titles, honorifics and post nominals

A title is added to the beginning of someone's name to signify respect (such as the honorific of Sir, Madam etc), an official position or a professional or academic qualification.

Some titles are also hereditary. Post nominals are the letters or abbreviations often seen after someone's name signifying that the individual holds a position, office or honour.

When naming a topographic feature, administrative boundary or road after a person who has earned the honour of a title or postnominal, these shall not form part of the official name. For example, the use of Doctor, Professor, or General is not permitted as part of a name. Similarly, military, service and academic post nominals (for example QC, JP, MBE, AC) are not permitted as part of a name either.

When submitting a naming request for a person who has a relevant title, honorific or post nominal, information pertaining to the origin of the name must be submitted with the naming application and contain all relevant references to the titles or honour/s the person may hold.

1.4.6 Use of animal names

The use of animal names shall only be approved in certain circumstances. Animal names and breed names of significance to the area or state will be considered where supported by appropriate evidence.

The use of pet names will not be supported.

1.4.7 Commemorating events

When submitting a request to commemorate an event, at least five years must have elapsed since the event occurred. A commemorative name shall not be used to mark the location of accidents or tragedies.

1.4.8 Use of the word 'Bicentennial'

Requests to use 'Bicentennial' as an official name, or as part of a name, previously required the written approval from the relevant Federal Minister responsible for the *Australian Bicentennial Authority Act 1980 (Commonwealth)*. This responsibility has been removed as a result of the act being repealed by the *Statute Stocktake Bill 1999 (Commonwealth)*, however each application requesting the use of this word will be reviewed on a case by case basis to ensure it is being used decorously and in context.

1.4.9 Use of the word 'Royal'

In the past, the use of 'Royal' was only able to be used as an official name, or as part of a name, if such a proposal had been granted a Royal Charter as permitted by the sovereign on the advice of the Privy Council which advises the head of state (Commonwealth) on state, historic and other matters which fall outside the jurisdictions of Ministerial portfolios.

The administration of the use of the word 'Royal' is now overseen by the Constitutional Settlement Division of the Cabinet Office (UK) and no longer denotes the existence of a Royal Charter.

Examples of its use are Royal Perth Hospital, Royal Geographical Society and the Royal Western Australian Historical Society.

1.4.10 Abbreviations

Abbreviations shall not be accepted for any official topographical features, administrative boundaries, localities or road name nomenclature in Western Australia. The use of Mount and Point in a name shall not be abbreviated to 'Mt' or 'Pt', they are to be used in full.

The only exception to this policy is in the use of the honorific Saint which is able to be shortened to the internationally recognised abbreviation of 'St'.

For the purpose of consistency, names which begin with Mc, Mac, M' or O' must not have a space included between the Mc, Mac, M' or O' and the rest of the name.

1.4.11 Defence words and acronyms

Commonwealth legislation, *Defence (prohibited words and letters) Regulations 1957*, controls the use of any word, words or groups of letters pertaining to the Naval, Military or Air Forces or a service or body of persons associated with the defence of the Commonwealth.

Any applications seeking the consent to use such words shall be made in writing to the Minister of Defence and must state the grounds upon which the application is being made. The Minister may then either give consent for or refuse the application.

All applications for the use of such a word, words or groups of letters must still be made as a part of a normal naming application to Landgate and they will only be considered if the proposed names meet all the other required naming policies.

Examples of prohibited word/s and letters are (but not limited to):

- Australian Air Force
- Australian Air Force Reserve – AAFR
- Australian Army
- Australian Defence Force – ADF
- Australian Navy
- Defence Force
- Her Majesty's Australian Ship – HMAS
- Royal Australian Air Force – RAAF
- Royal Australian Navy – RAN.

1.4.12 Protection of the word Anzac

The word Anzac is a proper noun and as such the first letter is upper case and the rest of the word is lower case. ANZAC should be used where the Australian and New Zealand Army Corps as an army formation or battle grouping is being referred to, for example 'the landing of the ANZAC' or 'the ANZAC forces'. Legislation in Australia, New Zealand and the United Kingdom has been enacted to protect the word 'Anzac'.

In Australia, the Protection of Word 'Anzac' Regulations *were made in 1921 under the War Precautions Act Repeal Act 1920 to protect the word 'Anzac', and any word which resembles it, from inappropriate use.*

Under the Regulations no person may use the word 'Anzac', or any word resembling it, in connection with:

'any trade, business, calling or profession or in connexion with any entertainment or any lottery or art union or as the name or part of the name of any private residence, boat, vehicle or charitable or other institution, or any building in connexion therewith.'
(Regulation 2 (1))

without the authority of the Federal Minister for Veterans' Affairs.

Uses which are allowed under the regulations

While most uses of the word 'Anzac' require the authority of the Minister for Veterans' Affairs, there are a couple of uses that are excluded from this requirement under the Regulations.

These are:

- the naming of a street, road or park in which, or in the immediate vicinity of which, there is situated a public memorial relating to the war which commenced on the fourth day of August, 1914, or the war which commenced on the third day of September, 1939; (*Regulation 3 (2a)*); and
- the naming or re-naming of a street, road or park the name of which at the commencement of this regulation contained the word 'Anzac' or any word resembling the word 'Anzac'. (*Regulation 3 (2b)*).

Applications for obtaining consent for the use of the word Anzac where it does not comply with the uses as outlined above will require the Minister for Veterans Affairs' consent. Please contact the relevant Minister for advice where required.

Naming applications for use of the word 'Anzac' in any topographic road, locality or feature, name must be made as a part of the normal process to Landgate. Where the proposed name meets all other naming policies Landgate will provide guidance to the applicant in obtaining prior permission from the Minister for Veterans Affairs.

1.5 Naming places of state significance

The Minister at their discretion may name a place of state significance as identified by the state government.

Where a local government, or member of the public may have identified a place of state significance requiring naming, or a place that is of significance to the state, they should liaise with their local Member of Parliament before requesting Landgate to review the proposed name for suitability.

The Premier and Ministers may also refer to the Minister for Lands a name or place of state significance.

The Minister on behalf of the state government may at their discretion approve the name.

Landgate will record names of state significance that have been identified on behalf of, and endorsed by the state government for future use.

1.6 Government, residential and commercial names and facilities

1.6.1 Nomenclature governed by other statutory authorities

The names of local governments, and other legal entities as created by, or resulting from, legislation by the appropriate government shall be accepted by Landgate.

Such naming should adhere to the spelling and language form of names specifically legislated by commonwealth or state governments. Commonwealth and state government departments and agencies with statutory authority to establish such named features should consult with Landgate when considering names for new municipalities and similar legal land divisions.

Names for facilities established by postal authorities, railway companies, and major public utilities should be in keeping with the Landgate naming policies and standards. Names established for land divisions by federal, provincial, and territorial departments should also comply with Landgate naming policies and standards and shall also be accepted.

Uses which are allowed under the regulations

Where a feature is within an area in the state of Western Australia that falls under the control of the Commonwealth it shall be officially named by Landgate.

Before Landgate assigns a name to a feature under commonwealth control, it shall consult with the relevant commonwealth authority and all relevant naming policies must apply.

Under section 52(ii) of the Australian Constitution the Commonwealth is granted exclusive power over places it controls, for example airports, post offices and defence establishments. Although the Commonwealth has control, it does not have the legislative power to assign or alter official names.

1.6.2 Naming of government facilities

Some names are governed by other agencies, authorities or commonwealth, state, territory or local governments. It is expected that the required naming policies will be applied to avoid unnecessary duplications and any possible confusion.

Landgate is to be notified of such naming actions so that the information is included in the State's Gazetteer and made available for use by the community, essential and emergency service responders.

1.6.3 Naming buildings, infrastructure and facilities

The naming of buildings, infrastructure and facilities of significance to the community provides an opportunity to honour individuals and groups who deserve recognition in a visible and enduring way. They also present an opportunity to emphasise important landmarks, topographical features or historical events and should not be given lightly.

It is important that any new name for a building, infrastructure or facility does not conflict with existing names.

Suitable names for such features should be assessed against the following criteria:

- whether the name has geographical, historical, cultural or local significance
- if a living person is nominated, they must have contributed time, money or services to the community that were not part of their work, for at least 10 years
- named after people who have been recognised in their field of expertise at a state, national or higher level, for at least 10 years
- names shall not include persons who have been convicted of criminal offences
- family names that have already been used are not to be considered even though it refers to a different family. Consideration may be given to using the person's full name for example Joe Smith Library
- buildings, infrastructure and facilities named after a person may include an appended functional title where this would serve to clarify the location of the building or assist in identification.

Corporate names should be avoided for permanent recognition.

1.6.4 Business and commercial names

Approval shall not be given to the naming of roads, administrative boundaries or topographic features after commercial businesses, trade names and not-for-profit organisations. This policy is to ensure that no commercial advantage or disadvantage arises from such naming proposals.

Exceptions allowed due to historical context

Exceptions may apply where the business or organisation has had a proven historic association with the area in which the proposal is located. This association with the area must be proven to have existed over a substantial period of time and is held in strong regard by the community. In such instances, all applications must outline the reasons for proposing the name and provide evidence of the business or organisation's association with the area.

The formal approval of such names will be at the GNC's discretion.

1.6.5 Use of 'Limited' or 'Proprietary' in a name

The use of the words 'Limited' or 'Proprietary', or their abbreviations, either in combination with other words or alone shall not be permitted.

1.6.6 Estate, promotional, neighbourhood and regional names

Estate, subdivisional or promotional (vanity) names of a subdivision or development used for the marketing of real estate shall not be accepted as a substitute for an official locality name. Such names undermine the correct use of property street addressing and create potential for confusion to emergency service responders and future residents. They shall not have any official recognition within Western Australia.

Such names shall only be used by developers in marketing documents in the early stages of a development and must be used in conjunction with the official locality name. They cannot be used without the official locality name being used (for example, Ranford Estate, Canning Vale or Brighton Estate, Butler) when advertising houses or land for sale and in general correspondence.

When such names are selected for use, they should conform to general naming policies and standards, such as avoiding duplication and only using a locality name as an estate name when the estate is actually situated within the locality of that name.

Landgate is to be informed of all such names so that they can be recorded for information purposes to assist with emergency service response coordination.

The names of existing infrastructure such as shopping precincts, schools and other facilities shall not be considered as suitable names for a locality unless they conform to the general naming policies and standards.

1.7 Name assignment, duplication and extents

1.7.1 Names associated to a place

Names submitted for features and administrative boundaries should be relevant to the local area. Infrastructure features should where possible use the name of the locality it is situated within. If a historic 'theme' is chosen for road names, that theme must relate to the area in which the roads are to be located.

When a feature, administrative boundary or road is of greater than local significance, the name should be relevant to the wider community.

Examples of where a feature, administrative boundary or road is considered to be of greater than local significance include:

- it is located in two or more local government areas
- it is located in a significant tourist precinct
- it is proposed to be created as part of a state or federal government project
- it is a major waterway
- it is a major undersea or shoreline feature
- it has major cultural, natural or recreational landscape features
- it is linked to a significant Aboriginal feature, story or landscape.

1.7.2 Ensuring names are not duplicated

Names proposed for unnamed topographic features and administrative boundaries shall not be duplicated. Duplicated names are considered to be two or more names which are within the same locality, within close proximity and those which are identical or have similar spelling or pronunciation. Duplicated names may lead to confusion for the public and to emergency service responders.

Where established names are duplicated or are similar in sound or spelling (homonymous), and are likely to cause confusion, consultation with the relevant government agency, local government and, if required, the wider community shall be undertaken to achieve a differentiation between them.

Consideration of proposed duplicated names

This policy does not preclude the use of duplicated names with a different generic and when Landgate is satisfied that the duplication will not cause confusion. Such features shall be situated within reasonable proximity to the associated source, for example Beedelup Falls is situated on Beedelup Brook within Beedelup National Park.

Close proximity to existing names

Close proximity for duplication is considered to be the following:

- metropolitan and urban area, within 10km (a metropolitan area which consists of a city and its surrounding localities, for example regional urban areas such as the Cities of Albany, Bunbury, Busselton, Greater Geraldton and Kalgoorlie-Boulder. For the purpose of this policy the Perth metropolitan area extends (and includes) north from the City of Wanneroo, east to the City of Swan, City of Kalamunda, Shire of Mundaring, City of Armadale and south to the City of Mandurah.
- rural or remote area within 50km (a rural or remote area is an area located outside of cities and major towns).

Topographical feature names near state boundaries

If a topographical feature is situated near a state boundary, care must be taken to avoid duplication with names used in the other states or territories according to the distances prescribed above.

Locality names are to be unique within Australia. When considering assignment of locality names, applicants should refer to Section 4: Localities.

Locality names

There shall be no duplication of locality names within the state or nationally. Duplicated names are considered to be any existing locality or administrative boundary name which is spelt exactly or is considered to have a similar spelling or pronunciation.

1.7.3 Assigning extents to a feature, administrative boundary or road

When a proposal to name a feature, administrative boundary or road is being considered, the application must include maps or diagrams clearly defining the area and/or extent to which the name will apply.

At a minimum, a proposal for a feature (excluding a waterway) must include the centroid coordinates, an administrative boundary must include the full polygon extent and its relationship to the existing cadastre and a road or waterway must include the full start and end points of its linear extent, for example the name of a road should apply from one end of the road to the other - to the points where the road finishes or intersects with other roads and the names of waterways should apply from the beginning of the watercourse to its confluence with another waterway or body.

1.7.4 Features which cross state and territory borders

In accordance with national naming policies, the name for any feature that crosses a state/territory boundary must be the same on both sides of that boundary. The selection of a name for such a feature shall be by agreement between Landgate and the Northern Territory and/or South Australian governments.

The primary responsibility for obtaining consensus should rest with the authority in the state or territory in which the feature was first named or that which has the largest extent within its boundaries.

1.7.5 Coastal and maritime features

Coastal waters and high water features

The naming of features which are exposed at low tide, those permanently above sea level (high water features) and seabed features which are situated within Western Australia's coastal waters, is the responsibility of the relevant statutory authority or agency.

In general terms, Landgate has the jurisdiction to name features in all areas which are three nautical miles seaward off the coast.

Undersea features and maritime names

When assigning or altering the name of an undersea or prominent coastal feature, Landgate shall consult with the Australian Hydrographic Service (AHS) which is responsible for the management of undersea features and maritime names.

The AHS's responsibilities encompass all aspects of researching, processing and management of:

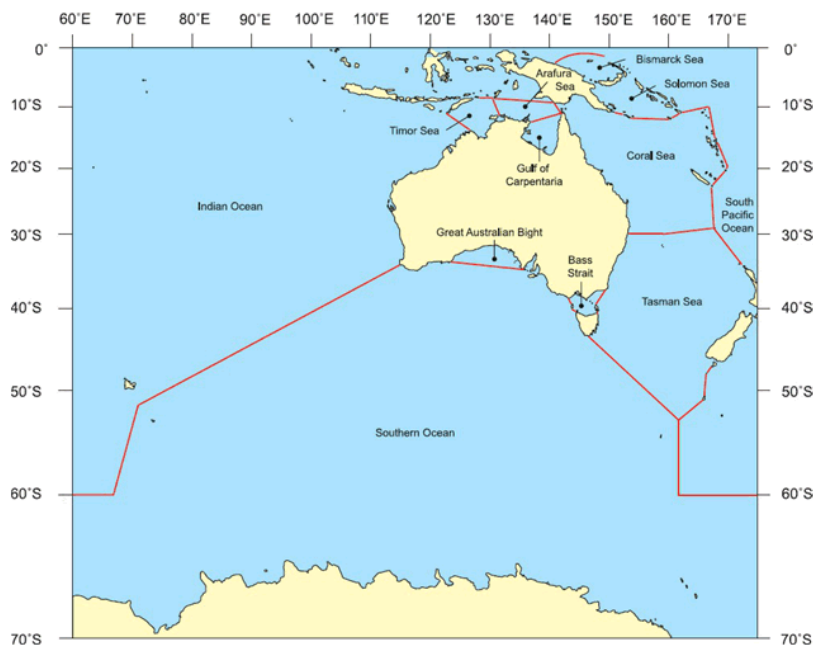
- undersea feature names external to the coastal waters of Australia
- the limits and names of oceans and seas adjacent
- names of maritime and navigational features, and coastal, hydrographic and oceanographic features not managed by commonwealth and state place names bodies.

The AHS maintains the Maritime Gazetteer of Australia which comprises of names shown on Australian nautical paper charts. This gazetteer can be accessed at <http://www.hydro.gov.au/>.

Limits of oceans and seas

The AHS has the responsibility for maintaining and administering the limits of oceans and seas adjacent to Australia, the external territories and the Australian Antarctic Territory.

The limits are published in the International Hydrographic Organization (IHO) publication S-23 'Limits of Oceans and Seas'. S-23 is used as a technical reference document and has been determined solely for hydrographic purposes and is not to be interpreted as having any legal or political associations.



Source: Limits of Oceans and Seas fact sheet – Australian Hydrographic Service

1.8 Community consultation and lodging objections

1.8.1 Consulting with the community

Any proposal requesting the renaming of an approved name or any new naming proposal considered to be of significance to the immediate or extended community must include evidence of consultation with the community. Local governments must ensure that the level and form of consultation undertaken reflects the significance of the naming proposal.

This policy does not apply to the naming of new roads within subdivisions where there are currently no residents, businesses or ratepayers who will be directly affected. With the use of Aboriginal names, Section 7: Appropriate use of Aboriginal and dual naming applies.

The immediate community is defined as including residents, ratepayers and businesses within the immediate area who are directly affected by the submission.

The extended community includes residents, ratepayers and businesses surrounding the area directly affected by the proposal, any visitor groups to the area, and government or non-government organisations with an interest in the area.

Where there is a risk to public safety, Landgate may endorse naming proposals in the absence of community support if it is deemed that the proposal will reduce the risk to safety. Formal approval of the Minister will then be sought.

This further information regarding community consultation requirements and procedures can be found within Section 9: A Guide to Consultation.

1.8.2 Lodging and considering objections

An objection is a way for members of the community to inform the proposer of a naming application that one or more person disagrees with a naming or renaming proposal.

Lodging objections

Any person or organisation may lodge objections to a naming, renaming or boundary change proposal during the public consultation period administered by the relevant local government. Objections must be lodged directly with the local government within the allocated time for feedback.

Considering objections

Any objections received during the public consultation period must be given consideration by the local government. All objections must be included in an assessment report, stating the objection and indicating relevance to the guidelines and council's consideration/response to said objection. Consideration need only be given to those objections that relate to concerns of non-conformance to the naming. Further information to assist with public consultation and administering objections is available in Section 9: A Guide to Consultation.

1.9 Referenced documents

The following are referred to within this document:

- AS 1742.6-2004 Manual of uniform traffic control devices – Tourist and service signs
- AS/NZS 4819:2011 Rural and urban addressing
- *Australian Bicentennial Authority Act, 1980 (Commonwealth)*
- *Commonwealth of Australia Constitution Act (The Constitution), 1900*
- *Defence (prohibited words and letters) Regulations, 1957 (Commonwealth)*
- *Electoral Act 1907*
- Guidelines for the Consistent Use of Place Names, ICSM, April 2012 (includes Guidelines for the Use of Aboriginal and Torres Strait Islander Place Names, and Dual Naming Depiction Guidelines)
- *Land Administration Act 1997*
- *Land Information Act 2007*
- *Land Information Authority Regulations 2007*
- *Local Government Act 1995*
- *Protection of Word 'Anzac' Regulations, Statutory Rules 1921 No. 2 as amended made under the War Precautions Act Repeal Act 1920*
- *Section 52(ii) of the Australian Constitution*
- Undersea Features Names and Maritime Place Names fact sheet – Australian Hydrographic Office.

1.10 Definitions, terminology and acronyms – Sections 1-9

AAD	Australian Antarctic Division.
Abbreviation	A shortened form of a word or phrase. Usually consists of a letter or group of letters taken from the word or phrase. For example, the word abbreviation can itself be represented by abbr., abbrev. or abbrev.
Access point	The position along the road where the public may access an address site.
Acronym	A word formed from the initial letters or groups of letters of words in a set phrase or series of words, as ANZAC for the Australian and New Zealand Army Corps.
Address site	A site for which an address is being assigned.
AHS	Australian Hydrographic Service.
Alternative name	A name that is an alternative to another name for the same feature.
ANPS	Australian National Placenames Survey.
Apostrophe	' is used as a substitute for a missing letter or letters in a word (cannot = can't), to show the possessive case (Jane's room) and in the plural of letters, some numbers and abbreviations.
Approval	A written report enabling the adoption of road, administrative boundary or feature names on behalf of the Minister for Lands via delegated authority.
ASEPSW	Asia South East, Pacific South West Division, one of 23 linguistic/geographical divisions within UNGEGN.
Binomial	Consisting of or relating to two names or terms.
CNGA	Committee for Geographical Names in Australasia.
Colon	: is used to direct attention to matter (such as a list, an explanation, a quotation, or amplification) that follows.
Comma	, is used to indicate the separation of elements within the grammatical structure of a sentence.
Dash	– is used to indicate a break in the thought or structure of a sentence.
Definite Article	'The' is the only definite article used in English. It is used to restrict the meaning of a noun to make it refer to something that is known by both the speaker or writer and the listener or reader:
Dual name	A name that consists of two names that must be used together, usually one Aboriginal and one European.
Endonym	Name of a geographical feature in an official or well-established language occurring in that area where the feature is located.
Established Name	A geographic name that has appeared consistently in written usage and (or) has been expressed consistently in verbal usage, and that is supported by historical and (or) current written materials and (or) in folklore.
Euphonious	An agreeableness in sounds, pleasant to the ear, harmonious.
Exonym	Name used in a specific language for a geographical feature situated outside the area where that language is spoken, and differing in its form from the name used in an official or well-established language of that area where the geographical feature is located.
Formed	In relation to a road, means that it is physically constructed or prepared for passage by vehicles or pedestrians.
Gazetteer	A geographical dictionary or directory which contains important reference information about geographical features, localities and roads. Can contain information such as the location of places, dimensions of physical features, origins and derivations.
GBRMPA	Great Barrier Reef Marine Park Authority.
Generic	Relating to or descriptive of an entire group or class, general.

Geographic	Something of or relating to geography; concerning the topography of a specific region.
Geographic Feature	Natural or man-made feature on the earth. There are two types; natural geographic features and man-made geographic features.
Geographic Name	A name applied to a geographic feature; is the proper name, specific term, or expression by which a particular geographic entity is, or was, known; any relatively permanent part of the natural or manmade landscape or seascape that has a recognisable identity within a particular cultural context; may refer to any place, feature, or area on the Earth's surface, or to a related group of similar places, features, or areas.
GEONOMA	A technical database maintained by Landgate which contains the official Western Australian gazetteer and other pertinent geographical names information.
GNC	Geographic Names Committee
Guideline(s)	Information provided to assist in understanding a principle, policy, or procedure.
Historical Name	A geographic name given and used during the early history of a place or feature; the name may be either obsolete or in current use.
Historic	= 100 years
Homonymous	Having the same or corresponding sound or name.
Honorific	A title, phrase or grammatical form conveying respect.
Hyphen	- is used between parts of a word. It can be used to split a word by syllables to fit on a line of text.
ICSM	Intergovernmental Committee on Surveying and Mapping.
LGA	Local government authority.
Local Government	The third tier of government administered by states and territories. They may be referred to as shires, towns or cities.
Local Usage	A geographic name commonly and currently used for an entity, whether in verbal and (or) written form, by persons having frequent enough contact with the entity to use the name on a frequent basis.
Locality	A geographical area defining a neighbourhood or community of interest. Localities are usually rural in character though the name is interchangeable with suburb which is used to describe more urban areas.
Logogram	Is a conventional abbreviated symbol for a frequently recurring word or phrase, for example &, @, \$ or ©.
MRWA	Main Roads Western Australia
Official Name	A geographic name, and its written form and application, approved or recognized as official by the Geographic Names Committee for use throughout Western Australia. An official name is established either by policy or decision of the secretariat and/or the Geographic Names Committee.
Orthography	Specifies or defines the set of symbols (script) used in a language, and the rules about how to write these symbols. It generally refers to spelling but this is considered only part of orthography, with other elements including hyphenation, capitalization, word breaks, emphasis, and punctuation.
Parenthesis	() is used to amplify or explain a word, phrase, or sentence inserted in a passage.
PCPN	Permanent Committee on Place Names
Period or Full Stop	. is used to mark the end of a sentence.
Placename	Same as geographic name.
Policy	A statement of regulation(s) relating to particular toponymic circumstances; used to guide and determine present and future decisions.

Posthumous Preposition	Published or awarded after a person's death. Usually indicates the temporal, spatial or logical relationship of its object to the rest of the sentence as in the following examples; the book is on the table; the book is beneath the table. The most common prepositions are 'about' 'above' 'across' 'after' 'against' 'along' 'among' 'around' 'at' 'before' 'behind' 'below' 'beneath' 'beside' 'between' 'beyond' 'but' 'by' 'despite' 'down' 'during' 'except' 'for' 'from' 'in' 'inside' 'into' 'like' 'near' 'of' 'off' 'on' 'onto' 'out' 'outside' 'over' 'past' 'since' 'through' 'throughout' 'till' 'to' 'toward' 'under' 'underneath' 'until' 'up' 'upon' 'with' 'within' and 'without'.
Principle	An accepted or professed rule of action or conduct that applies to all toponymic conditions that fall under its scope; used to guide and determine present and future decisions.
Procedure(s)	A set of instructions outlining steps to accomplish a particular goal, such as submitting name proposals to the Geographic Names Committee; an act or a manner of proceeding in any action or process; conduct.
Quotation Marks	' ' are used chiefly to indicate the beginning and the end of a quotation in which the exact phraseology of another person, or of a text, is directly cited.
Reserve Register	A register of road name prefixes reserved by a local government for its specific future use. They are recorded within the State's Gazetteer with the feature class of RVRD.
Road	For the purpose of this document, roads are all open ways for the passage of vehicles and people and they may or may not be formed or constructed. They also include private roads that are open to public use and the delivery of services.
SCAR	Scientific Committee on Antarctic Research.
SCUFN	Sub-Committee on Undersea Feature Names.
Secretariat	An office (team) responsible for the administrative affairs of a legislative body, committee or organisation.
Semicolon	; is used to connect independent clauses indicating a closer relationship between the clauses than a period, or full stop, does.
Sequential	In a logical order, not necessarily uniformly.
Shall	Indicates that a statement is mandatory.
Should	Indicates a recommendation which may indicate a highly desirable outcome that is not mandatory only because of exceptional cases.
Specific	Explicitly set forth, definite.
State Road	A road managed by Main Roads Western Australia.
Suburb	A geographical area defining a neighbourhood or community of interest. A suburb is urban in character though the name is interchangeable with Locality which is usually used to describe a rural area.
Symbol	Is a character mark, for example ☺, ♀, ☼ or #.
Topographic	A detailed, precise description of a place or region; a graphic representation of the surface features of a place or region on a map, indicating their relative positions and elevations.
Topography	The science or practice of describing a particular place, city, town, tract of land; the accurate and detailed delineation and description of any earth feature or cultural place.
Toponymy	The scientific study of place names (toponyms), their origins, meanings, use and typology.
Unnamed Feature	A geographic entity that is not known to have had a verbal or written name.
Unofficial Name	A geographic name not formally recognised as official.

Variant Name	A name or spelling, once or currently used to refer to a particular geographic entity, other than the official name.
Verbal Name	A name used by people when referring to a place, feature, or area in their own language as commonly spoken every day.
Written Name	A geographic name in handwritten or printed form; for example, handwritten letters, diaries, and logs or names printed in newspapers or on maps or recorded in official, digital records.

1.11 Updating these policies and procedures

With constant improvements and changes in the spatial information sector, it may be necessary to occasionally update these policies to ensure up-to-date standards are reflected.

Minor Policy updates should be endorsed by the GNC. Major Policy updates shall be endorsed by the GNC and approved by the Minister.

The current Policy will be published on the Landgate webpage.

1.11.1 Update register

Version	Date	Section	Amendment
Draft	01/09/2015	Whole Document	
Draft	20/10/2015	Whole Document	Editing
Update 0.1	14/6/2017	Foreword, Sections 1, 2 & 5	Updates to Policy endorsed by GNC; <ul style="list-style-type: none"> Reserve Name Register Commemorative Naming State Significant Names Naming of Parks and Reserves (minor edit)
Update 0.1	26/06/2017	Whole Document	Minor edits, updated to comply with Landgate Style Guide
Update 0.2	5/03/2020	Sections 1.4 & 2.3 Whole Document	Updates to Policy endorsed by GNC Editing to Australian/New Zealand Standard title
Update 0.3	11/11/2020	Forward, Section 7 and 9	Removed Forward Section 7 – Removed and replaced with Aboriginal and Dual Naming Policy Section 9 – Removed Consulting with Aboriginal Groups Appendix 3A – Missions – text updated Appendix 7B – removed reference to Section 9

Section 2: Roads

Introduction

For the purposes of these policies, a road is considered to be any public or private land-based thoroughfare or course navigable by vehicle or foot that can be used for assigning addresses or allowing access between points or to a feature. Examples of roads include alleyways, roads, streets, highways, fire tracks, bike paths and walking tracks.

Using this section of the policy

Within Western Australia road naming is standardised to facilitate the application of correct address information and to ensure that a consistent approach is undertaken to benefit emergency service responders, transport and service delivery. If established policies for road naming were not applied, the provisions of emergency service responders, utilities and postal deliveries would be compromised.

In Western Australia the following shall be applied:

- all roads shall be named, including private roads which are open to public access or for the delivery of services. This includes but is not limited to:
 - major state roads, highways, motorways and freeways
 - roads within complexes such as universities, hospitals and retirement villages
 - roads within conservation reserves, state forests, water reserves and any other government administered land
 - pedestrian-only roads such as paths, trails, malls or steps
- all road naming proposals shall be submitted to Landgate for approval.

Any proposal to name, rename or extend a road shall clearly indicate the full extent of the road to which the name will apply. The extent of a road is considered to be its start and end points. This includes bends, divided carriageway sections and curves which are included between these two points.

A road name shall not be applied in a way that is ambiguous or could cause confusion for road users. The road name should be applied to a single, unobscured and unobstructed roadway that leads from point A to point B, in a clear and logical manner.

Roads are not suitable for dual naming and approval will not be given to such proposals.

Who can officially name roads?

Under the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially naming and unnamng roads in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of road names.

Which roads can be named?

All roads, whether they are public or private, shall be named and formally approved by Landgate.

Therefore, any land course navigable by vehicle or foot and of interest to local governments, public groups, emergency service response and public service providers must be officially named according to the policies and procedures outlined in this document.

Note: driveways that give access to five or fewer address sites do not need to be named if the properties are adequately addressed on the main road that provides access. Driveways on private land or common property should not be named, unless it can be shown there is a risk to public safety or the name is causing confusion in the delivery of goods and services.

Public roads

A public road is any road that is opened, dedicated or declared to be a public road, whether under the *Land Administration Act 1977, Part 2 – General administration, Division 3 - General* or any other Act.

As a prerequisite to lodgement, all survey documents creating, extending or showing abutments to roads must show the correct approved road names. If no approved name exists, the new road names must be formally approved by Landgate before the survey can be lodged. To help expedite this process, the developer or their agent should be prompt in lodging a concept plan and a proposal for road names with the relevant local government. Local governments shall then propose the names to Landgate for approval.

Private roads and rights-of-way

A private road is any road that is not a public road which is open to public access or for use by other services. Private roads and rights-of-way must be clearly identified and uniquely named to facilitate the application of standardised addressing to all land parcels in Western Australia.

The delivery of emergency and other services to residents and businesses are often impeded when private road names are not officially recorded. To minimise confusion, standardise address allocations and support emergency service responders, all road naming policies and addressing standards must be applied.

Private roads include but are not limited to:

- some roads or driveways to battle-axe blocks
- roads indicated on community subdivision plans
- roads in various cluster developments
- roads on private property, for example, roads in caravan parks
- other forms of 'rights of way'.

Naming a road on private land does not mean that Landgate, the secretariat, the GNC or the Minister is accepting responsibility for that road other than of ensuring its name meets the required naming policies for Western Australia.

Reserved road names

Local governments may no longer request that eligible road names be reserved for future use within their boundaries. Prior existing reserved road names will automatically lapse five years from original approval, with the Reserve Register to contain no local government requested names from 1 January 2022.

Local governments are encouraged to maintain their own reserve register, using the Landgate on-line form to check for suitability.

Road naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1, as well as all the policies outlined in this Section.

2.1 Australian/New Zealand Standard AS/NZS 4819:2011 Rural and urban addressing

Except where provisions are already made in these policies, the naming of any road must conform to the provisions of [AS/NZS 4819:2011 Rural and urban addressing](#). The Standard outlines how to derive datum points and how address numbers are assigned.

2.1.1 Road extents

Any proposal to name or rename a road needs to clearly indicate the extent to which the name will apply. The extent of a road is considered to be its start and end points, and the course (including bends, divided carriageway sections and curves) of the road between these two points.

Contiguous navigable roads

A named road shall include only one navigable section. If a road design has become obstructed, due to construction of other roads or features, and is separated to become two unconnected navigable sections of road then these road extents must be assigned separate unique road names. This is particularly important when emergency service responders cannot navigate the entire course of the road from one end to the other.

Common separations may include unbridged streams, pedestrian segments, railings etc.

The above does not apply when the separate sections are either of the following:

- two sides of the same road separated by a median strip; or
- part of a classified highway that is split by a section that is assigned a local name where it passes through a town or city.

2.1.2 Laneways and short roads

The increase in urban density in new developments and urban redevelopment has resulted in many narrow short lanes and rights-of-way requiring names. Laneways shall be named if a name is required for addressing purposes or has been created as a public road by survey.

The naming of such roads is supported with a preference for use of the road type LANE and short names consisting of no more than six letters. The leg of a battle-axe lot shall not be considered a laneway.

Roads which are regarded as short, for example a small cul-de-sac or private road with five or less address sites, that are not proposed to be lengthened or will not have additional address sites needed in the future, may not need a separate name. Any address numbers required may be assigned on to the road on which it connects.

2.1.3 Naming malls and pedestrian access ways

Malls and pedestrian access ways shall be named according to the current road naming policies and standards. The names shall be recorded as private road names and may be used for the allocation of street addresses if required.

If a mall or public access way is created as an official reserve and a name is required for the actual reserved area, then the name shall be recorded separately as a road name and as a topographic feature name (reserve).

2.2 Components of a road name

All road name submissions must conform to the policies as outlined in Section 1.

2.2.1 Name element requirements

Every road name should consist of a single name element followed by a road type, for example Smith Road, Jones Street etc. not Black Swan Drive, John Smith Avenue.

A single length of road shall have only one name.

Road names without a type shall not be used, for example Broadway, Causeway, The Avenue, The Boulevard, The Esplanade, The Mews, The Strand etc.

2.2.2 Road types

All road names shall include a road type.

The road type must be selected from the list as shown in Australian/New Zealand Standards AS/NZS 4819:2011 Rural and urban addressing – Appendix A, Road Types – Australia. A copy of this road types list has been provided in this document in Appendix 2A: Road types suitable for use in Australia.

The road type shall be chosen to convey the function and characteristics of the road as described in the 'description' field of the road type list. Road types may be chosen with the final configuration in mind, for example a road that is first constructed as a cul-de-sac may be given an open-ended street type if it can be confirmed that the road structure will be modified and eventually become a through road.

Road types shall not be used to distinguish different roads of the same or similar sounding names, for example Reed Street, Reed Crescent and Reed Way. Such roads shall be considered as duplicates and are not acceptable.

This also applies to similar sounding names such as Read Street, Rede Crescent and Reid Way.

Other road types suitable for use in Western Australia

In addition to the road types listed in Appendix 2A, there are exceptions where the use of an alternate road prefix or suffix may be requested.

The word 'Jalan' is used as a prefix on roads situated on the Cocos (Keeling) Islands and Christmas Island. The word 'Jalan' is a Malay word for road or street, for example, Jalan Guru and Jalan Perak.

Aboriginal words used to describe paths or tracks may also be used. For example, the word 'Banan' is used exclusively within the Kimberley area as a road type, for example Berewereng Banan and Templetonia Banan.

2.2.3 Unacceptable names

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all road naming submissions.

As outlined in Section 1: Policy 3.1, names starting with 'the definite article 'THE' shall not be approved for use as a road name, for example The Boardwalk, The Esplanade, The Strand are no longer acceptable road names.

The use of road types as part of a road name shall not be used for example Swan View Road, Southern Crest Road, Beachview Drive, Lakeview Avenue, View Street or Boulevard Way.

As outlined in Section 1: Policy 1.3.4, the use of prefixes and suffixes is not supported. The only exception that may be considered by Landgate is when the name is derived from a local feature of historical significance such as 'Lake Clifton Drive' or 'Mount Meharry Way'.

Destination-to-destination names, for example Harvey-Quindanning Road, are not acceptable, see Section 1: Policy 1.3.4. Where previous naming actions have allowed the use of a hyphen as part of the name, there shall be no space between the names and the hyphen, for example Quairading-York Road is acceptable, Quairading – York Road is not.

The use of numerals in a road name may cause confusion between the name of the road and an address number. Therefore it is not acceptable for a road name to include numbers/numerics, either in full alphabetised or numeric format for example neither Eight, Eighth, 8 or 8th, see Section 1: Policy 1.3.12

2.3 Name duplication

All road name submissions must conform to all the mandatory policies outlined in Section 1: Policy 1.6.

2.3.1 Existing duplicated or similar sounding names

Road names submitted for approval shall not be, regardless of road type:

- homonymous, for example similar in spelling to an existing road name
- similar in sound to an existing road name
- in the same locality as an existing road name
- in an adjoining locality
- in the same Australia Post postcode delivery area
- less than 10km from the existing duplication in the metropolitan area
- less than 50km from an existing duplication in rural areas.

These exclusions shall also apply to similar sounding or written names, and to those within similar sounding localities even if they are more than 10km away, for example Forrestfield / Forrestdale, Woodbridge / Woodridge, Fremantle / East Fremantle etc.

Road name duplication should be avoided in adjoining local governments.

2.4 Naming amendments

Road names are intended to be enduring. The renaming of any road is discouraged unless there are good reasons for a change of name.

Reasons that may be considered in support of a name change are:

- redesign of a road layout
- changed traffic flow
- mail delivery problems
- the misspelling of a name in the original application
- name duplication issues
- property street addressing issues.

Renaming shall be necessary when a road is made into a cul-de-sac, resulting in two or more separated sections of road. Such separations can cause difficulties for emergency service responders and the delivery of other services to the area. The renaming of a portion of separated road may also be used to solve address numbering problems.

Where a change to the name of a road is proposed, the new name selected shall conform to all the necessary naming policies and standards.

For regional roads the change of name must have broad community support, and for local roads, there must be majority support from the affected land owners and residents.

The requirements of emergency service responders for clear, unambiguous road naming shall also be a consideration.

Proposals normally require the support of local government, but the Minister is the final authority in all such matters.

Submissions for road name changes deemed to be non-essential or unnecessary shall incur a service charge.

2.5 Naming roundabouts and rotaries

Roundabouts and rotaries are circular intersections in which traffic travels clockwise around a central island. They are constructed to control traffic, to minimise delay by being able to accommodate large volumes of traffic movements, and to provide adequate sight distances. The primary difference between the two is that rotaries have a significantly larger diameter than roundabouts.

All entrances and exits to roundabouts and rotaries must be clearly named and labelled with adequate signage.

2.5.1 Roundabouts

Roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelised approaches, and geometric curvature and features to induce desirable vehicle speeds. They may also include more extensive pedestrian and bicycle features.

Roundabouts shall not have names or address ranges.

2.5.2 Rotaries

Rotaries are characterised by a large diameter (a minimum of 40m). Unlike most roundabouts, lane changes may be required within a rotary for some movements.

Rotaries may be named however all such naming requests shall adhere to the following:

- the naming of state road rotaries shall be undertaken through consultation with MRWA
- local government is to be consulted for the naming of rotaries which are under their control
- rotary names shall be unique and not duplicated anywhere within Western Australia
- rotary names should be short and preferably of local Aboriginal origin
- rotary names shall not be named the same as any of their intersecting roads.

Rotaries shall not have address ranges.

2.6 State roads

Main Roads Western Australia (MRWA) is responsible for the management of all freeways, highways and main roads in Western Australia, which are collectively referred to as state roads. Management includes all ramps and rotaries associated with state roads. A list of state roads is available on the MRWA website (www.mainroads.wa.gov.au).

The naming of major state roads shall conform to these naming policies and standards and shall be referred to the Minister for approval. The process for the selection of names shall include consultation with relevant state and local government agencies and should include consultation with the wider community.

The Minister for Transport has determined that, for all new major roads funded by the state government, MRWA shall consult with government before any action is initiated to identify a suitable name. Advice will then be provided on whether the government is to choose a name, or if MRWA should undertake community consultation or some other action to identify a suitable name or shortlist of names, for consideration by government. MRWA must advise Landgate of the government's chosen or endorsed name.

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all such naming actions.

2.7 Government managed land

All roads administered by other government agencies and authorities other than local governments, must adhere to all of the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies responsible for the management of roads or tracks on land administered by them, shall liaise with Landgate to develop practices and processes for their naming.

Because of the varied nature of roads that fall under the jurisdiction of different state government departments and authorities, Landgate prefers to establish individual naming policies and practices for each department or authority as required.

If a unique set of naming policies and practices has not been established for a relevant government department or authority, then the general Landgate policies shall apply.

2.8 Private, residential and commercial developments

The intention of this subsection is to outline the process for naming or renaming roads created as part of a private, residential or commercial subdivision.

It should be noted that whilst the selection of new road names within new subdivisions is usually the developer/landowner's role, endorsement from the relevant local government(s) is necessary prior to any submissions being made to Landgate.

The developer and the local government(s) should work collaboratively to develop compliant road names for the subdivision.

2.8.1 Roads on private property

Private roads include (but are not limited to) any formed roads and tracks within a commercial logging site, caravan park, retirement village or closed-gate community. If the intention is for these private roads to be used for property street addressing, way finding purposes or for general public access, they must be named in accordance to these policies.

All private roads should be named and submitted for approval, especially if the road gives access to one or more properties that cannot be assigned an alternative unambiguous urban or rural address.

The irregular and ungoverned naming of roads within complexes can lead to confusion and interruption to the efficient delivery of emergency and other essential services. The official approval of road names within such complexes ensures that the details are accessible to the wider community and are included on the majority of relevant organisational and public mapping products.

2.8.2 Compliance

All roads within private, residential or commercial subdivision must be named in accordance with Section 1: General policies and standards.

When plans of subdivision are lodged for registration with Landgate, an audit of the road names will be undertaken. If it can be shown that the road names on a lodged plan have not been officially approved, this will result in delays affecting the approval of lodged surveys and consequently the issuing of certificates of title.

Owners of private land and complexes should liaise with the relevant local government when developing roads on the site. Owners must ensure that road names conform to the Policies and Standards for Geographical naming in Western Australia.

2.9 Tourist drives / routes

To assist the promotion of Western Australia's diverse range of landscapes, scenery and other 'special places' to overseas and eastern states visitors, state tourist and local scenic drives may be determined and named.

2.9.1 State tourist drives

A state tourist drive shall be a quality route which is considered to be of state-wide significance. It should portray and link some of the state's unique natural features or exceptional scenic areas. It must provide a meaningful route for tourists to experience something 'special' and enhance a visitor's tour of the state.

It shall be a requirement that the standard of routes recognised as state tourist drives be kept at a high level. If this criterion is not adhered to, then the value of such routes will be undermined and the value of such an initiative will be diminished.

A route simply linking features such as national parks, state forests, lookouts or other built or natural features is not sufficient to justify a designation as a state tourist drive. They can be used to enhance such a route, but cannot be the sole purpose for it. Similarly, a route that links together a township's normal features and facilities would also not constitute justification for a state Tourist Drive.

2.9.2 Local scenic drives

If a route which does not meet the assessment criteria for a state tourist drive has been recognised as having a reasonable tourism value, then it may be recognised as a local scenic drive.

If the route does not have any tourism merit and may have a negative or misleading impact on tourists and visitors to an area, then no approval for such a route shall be given.

2.9.3 General assessment criteria

Tourism value shall be assessed by the following:

- the tourist drive/route must have significant tourism interest and shall offer an array of significant scenic or natural features which should be of greater interest than the general topography or sights as seen on a regular through route
- the theme and name of the route must reflect its unique characteristics and not conflict with its natural or physical surroundings or any other official feature, road or route within the state or nationally
- routes with generic names like 'Marine Tourist Drive', 'Heritage Tourist Drive' or 'Wildflower Tourist Drive' shall not be approved as they are not unique to a specific location within the state
- the tourist drive/route should not rely on attractions which are strictly seasonal or are not a permanent feature of the route, such as wildflowers
- the proposed tourist drive/route shall be endorsed by the relevant local government(s), local Visitor Centre(s), WA Tourism Commission and a majority of the local community and businesses
- be as safe as possible for motorists who may be unfamiliar with the local area
- only include sealed maintained roads and avoid any hazardous alignments or grades, or single lane roads which may not be suitable for the volume of tourist traffic that may be attracted to the route
- not follow main arterial roads such as major local government roads and national or state highways except where necessary for short distances (no more than 5kms) to maintain the continuity of the tourist drive/route
- not be located in built up areas or town centres
- avoid intersections or sections of road which may at times be relatively congested with heavy haulage or other non-tourist traffic
- be capable of leading motorists back to the main through route from which they deviated with adequate signage to assist them with continuing their journey.

Tourist information on the general area, including brochures, maps and guides should be made available from tourist centres and other outlets along the route. The route will also need to be marked on maps in roadside information bays wherever they exist.

2.9.4 Submission process to recognise tourist route

Applications for a route to be recognised as a state tourist drive shall be submitted to Landgate.

The application must:

- be supported with a formal resolution from the relevant local government(s)
- indicate that the proposed route is supported by the WA Tourism Commission, Regional Travel Association, local visitor centre, as well as the local community and businesses
- identify the jurisdiction(s) responsible for the erection and ongoing maintenance of direction and other related signs along the route, including the cost of removing the signs if the route fails to meet the criteria for a state tourist drive at some point in the future
- clearly describe the route on a large scale map
- describe the unique natural features or scenic attributes which exist along the route;
- list all significant natural and built attractions along the route with a brief description of each
- include a one or two word name for the route which will be suffixed with the words 'Tourist Drive'
- include a description of how the state tourist drive will be promoted and what marketing collateral will be produced.

2.9.5 Review of current state tourist drives and routes

State tourist drives/routes will be subject to review on a regular basis to ensure that the quality of the route has not diminished or been compromised over time. If a state tourist drive/route loses that special quality it had when first assessed and recognised then the route shall be deleted.

2.9.6 Identification of state scenic drives, tourist drives and routes

Local government is responsible for the establishment and maintenance of such drives and routes including the cost of road signage and its maintenance. The signage of state tourist drives is governed by Australian Standard AS1742. Part 6: Manual of uniform traffic control devices – Tourist and service signs.

Local governments will be required to obtain approval from Main Roads WA (MRWA) for the erection of any route signs which occur on highways and roads under its control.

Supplementary or any other associated Tourist Attraction and Tourist Service signs will be subject to the established approval and funding guidelines available from MRWA and respective local governments.

Road name submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each road name proposal shall include the following information:

- the reason for the proposal or name change
- origin of each road name and its source
- a location by local government, locality and estate name if known
- identification on a map clearly indicating extent and precise start and end points
- photographs or sketches

- any other supporting information such as historic articles, reference materials, publications etc
- where applicable, evidence of landowner, family or community support
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community
- if the application is for a renaming, evidence of consultation from the affected residents and property owners is required.

Please refer to Landgate's [help guide](#) on Landgate's website for assistance specific to road naming submissions.

Incomplete applications will not be progressed until all the necessary information has been provided.

Section 3: Topographic features

Introduction

For the purposes of these policies, a topographic feature is considered to be a unique geographical place or attribute on the surface of the earth that is easily distinguished within the landscape. Examples include a mountain, watercourse, bay, valley etc.

Using this section of the policy

The naming of topographical features provides instantly recognisable labels to identify geographic entities. As with all naming processes, the duplication of names within an area often causes confusion and misunderstandings even though such duplications have been common within a local government area, the state or nationally in the past.

For Western Australia, features on the surface of the earth are considered collectively according to their form (feature class), for example river, desert, forest, lake etc. These are referred to as geographic or topographic features. The term topographic features for the purposes of this policy will refer to natural features only. The use of the term geographic features will refer to all natural, political and cultural entities.

This section outlines how features can be named, renamed or have their boundaries and spatial reference points determined or realigned.

Who can officially name topographic features?

As per the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially naming and un-naming all topographic features in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of topographic feature names.

Which features can be named?

All topographic features may be named and formally approved by Landgate. Therefore, any land feature of interest to local governments, public groups, emergency service responders and public service providers should be officially named according to the policies and procedures outlined in this document.

Topographic feature naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1: General Policies and standards, as well as all the procedures outlined in this section.

3.1 Components of a topographic feature name

All topographic feature name submissions must conform to the policies as outlined in Section 1: General policies and standards.

3.1.1 Name element requirements

A topographic feature name shall usually consist of a single name element (specific) followed by a feature class (generic), for example Nangetty Hills and not Hills Nangetty. However for topographic features, some may include the feature class (generic) before or after the name, for example lake, mount, cape and point. Each of these may either precede or follow the name. Further information regarding their appropriate use can be found in Section 1: Policy 1.3.1 of the Policies and Standards for Geographical Naming in Western Australia

In instances where the name is of Aboriginal origin, the use of a generic term with an Aboriginal name is not mandatory. Further information regarding the appropriate use of Aboriginal names and terms can be found in Section 7: Appropriate use of Aboriginal names and dual naming.

3.1.2 Feature classes (generics)

All topographic names shall include as part of that name a feature class or generic.

The feature class must be selected from the official list of feature classes used within Western Australia as shown in this document as Appendix 3A: Topographic feature classes suitable for use in Western Australia. The correct use of feature classes alleviates any possible confusion as to which feature the name is being applied to.

Exceptions to this only occur with the use of Aboriginal names or words which already include details of the feature class within the name.

3.1.3 Unacceptable names

The official naming parameters as detailed in Section 1: General policies and standards must be applied for all topographic feature naming submissions.

The use of road types as part of a feature name shall not be used, for example Street Brook or Road Hill.

The use of cardinal indicators and suffixes/prefixes which are not topographic feature specific (Mount, Lake, etc.) are not supported. Where possible unique names should be applied and the use of these terms may only be considered by Landgate when the name is derived from a historical reference indicating that the name in this form has been in use for some extended period of time.

The use of numbers in a topographic feature name may only be used as words (eight, eighth) or as numbers, such as 8 (for example 8th, 3rd, 2nd are not allowed), and only if the proposed name is derived from a historical reference indicating that the name in this form has been in use for some extended period of time. In all other cases it is not acceptable for a topographic feature name to include numbers/numerics, either in full alphabetised or numeric format, for example Section 1: Policy 1.3.12

3.1.4 Recommended sources for new or changes to names

The following sources are recommended when seeking a new topographic feature name or amending an existing one:

- names from Aboriginal languages formerly identified with the general area
- descriptive names appropriate to the features
- names of pioneers who were relevant to the area

- names of persons who died during war service
- names associated with historical events connected with the area.

Proposed names with significance to specific groups only (this excludes Aboriginal names) or names with no relevance to a particular area are not acceptable for approval.

3.2 Name duplication

Names proposed for unnamed topographic features shall not be duplicated. Duplicated names are considered to be two or more names which are identical or have similar spelling or pronunciation.

There shall be no topographic feature name duplication within a local government. All topographic feature name submissions must conform to all of the mandatory policies outlined in Section 1: Policy 1.6.

3.2.1 Existing duplicated or similar sounding names

Where established names are duplicated or are similar in sound or spelling (homonymous), and are likely to cause confusion, consultation with the relevant local government and community shall be undertaken to achieve a differentiation between them.

This policy does not preclude the use of duplicated names with a different generic and when Landgate is satisfied that the duplication will not cause confusion. Such features shall be situated within reasonable proximity to the associated source, for example Beedelup Falls is situated on Beedelup Brook within Beedelup National Park.

3.3 Assigning named extents

All topographic feature naming submissions must clearly define the area or extent to which the name shall apply. Any decisions on a naming submission shall specify the limits of the feature to which the name officially applies.

Point features

Point topographic features are those which are too small to represent as lines or polygons on maps and may include pools, peaks, etc. and are associated with a single location in space.

Coordinates for the feature must be included within a naming submission.

Linear features

Linear topographic features are those features which have length and are able to be represented as a line, but do not have an area. Therefore these are represented by a line or set of lines (a string) on a map. They include such feature classes as watercourses, ridges, breakaways, etc.

Coordinates for the start, mid and end point of the feature to be named must be provided. Full extents clearly indicating the start and finish points of the linear feature must be included within a naming submission. The midpoint may not be strictly the mathematical midpoint, but a representative point of the feature near its middle.

Coordinates for linear features should use a high level of precision, commensurate with features' small width, not great length, to ensure that the coordinate locations are centred on, not merely near, the feature.

Area features

Area features are defined as a topographic feature which may be represented by a defined area on a map. They include such feature classes as bays, lakes, mountain ranges etc.

Area features are most commonly captured as 'polygons' as this is the most common way of describing topographical features. Coordinates for the midpoint of the area (polygon) and a set of coordinates for its boundary must be included within a naming submission.

3.4 Naming amendments

Official topographic feature names are expected to be enduring. Landgate discourages any changes to official names without good reason, however each such proposal will be considered on an individual basis, and the merits of each case will be carefully evaluated.

Reasons that may be considered in support of a name change are:

- changes made to bring official usage into agreement with well-established local usage
- proposals to eliminate naming issues such as derogatory names, duplication or those previously approved on the basis of incorrect information
- proposals previously made at the request of persons or organisations (public or private) for commemorative or other reasons important to the proposer.

Where a change to the name of a topographic feature is proposed, the new name selected shall conform to all the necessary naming policies and standards.

The requirements of emergency service responders for clear, unambiguous topographic feature naming shall also be a consideration.

Proposals normally require the support of local government, but the Minister is the final authority in all such matters.

Submissions for topographic feature name changes deemed to be non-essential or unnecessary shall incur a service charge.

3.5 Topographical feature names crossing or near state boundaries

If a topographic feature is situated near a state boundary, care must be taken to avoid duplication with names used in the other states or territories.

If a topographical feature crosses a state or territory border, the process for the selection of a suitable name shall include consultation with relevant state and applicable local government agencies and may require consultation with the wider community.

3.6 Government managed land

All topographic features situated on land administered by other government agencies and authorities other than local governments, must be named in accordance with the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies responsible for the management of land administered by them, shall liaise with Landgate to develop practices and processes for the naming of topographical features within these areas.

Because of the varied nature of topographic features that fall under the jurisdiction of different state government departments and authorities, Landgate prefers to establish individual naming policies and practices for each department or authority as required.

If a unique set of naming policies and practices has not been established for a relevant government department or authority, then the general Landgate policies shall apply.

3.7 Private, residential and commercial developments

The intention of this subsection is to outline the process for naming or renaming topographic features situated within a private, residential or commercial subdivision.

All topographic features situated within private, residential or commercial development areas must be named in accordance with the relevant Landgate naming policies.

The land owner/developer and the local government(s) should work collaboratively to develop compliant names for the topographic features within these areas.

3.7.1 Features on private property

All topographic features which are located on private property but accessed by the local or wider community, or are visited/used for recreational activities, should be submitted for approval.

The irregular and ungoverned naming of topographic features can lead to confusion and interruption to the efficient delivery of emergency service responders. The official approval of such topographic feature names ensures that the details are accessible to the wider community and are included on the majority of relevant organisational and public mapping products.

3.7.2 Compliance

All topographic features within private, residential or commercial subdivision must be named in accordance with Section 1: General policies and standards.

3.8 Topographic features of greater than local significance

A topographic feature is considered to be of greater than local significance when it is:

- located in two or more local government areas
- located in a significant tourist precinct
- proposed to be created as part of a state or federal government project
- a major waterway
- a major undersea or shoreline feature
- a major cultural, natural or recreational landscape feature
- linked to a significant Aboriginal feature, story or landscape.

Name submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each topographic feature name proposal shall include the following information:

- The location of the topographic feature including coordinates latitude and longitude, decimal degrees or Map Grid of Australia (MGA) coordinates
- The 1:250 000 and 1:50 000 mapsheet names and numbers the feature(s) are situated on
- Evidence that there is no existing Aboriginal name for the feature
- If the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community
- Submission of the completed worksheet which is located in this document as Appendix 3B to clearly indicate which policies in Sections 1 and 3 the proposal conforms to
- Supporting information as to why Landgate should consider naming or changing the topographic feature name(s) (if relevant, why the current name is considered to be less appropriate than the new proposed name)
- The proposed name(s), the origin/source/historical context, and any supporting evidence that may be appropriate such as maps, photographs, references or sketches
- A current map or plan correctly marked with clearly defined topographic feature extents and name(s)
- Where applicable, evidence of landowner, family or community support
- If the application is for a renaming, evidence of consultation from the immediate and/or wider community is required.

Landgate has provided a checklist at Appendix 3B to assist with submission of topographic feature naming requests. Incomplete applications will not be progressed until all the necessary information has been provided.

Section 4: Localities

Introduction

For the purposes of these policies, a locality is a uniquely and clearly defined administrative geographical area which may also be commonly referred to as a 'suburb' in an urban area. Every locality has officially approved boundaries and are a mandatory component of an address.

Estate names, neighbourhood names, generalised place names will not be considered as official locality names. These names will not be formally approved and have not been allocated officially defined boundaries. Such names are used for marketing purposes and to distinguish smaller areas within an official locality for this purpose only. For this reason, such names cannot be used for addressing purposes.

Using this section of the policy

The naming of localities enables the delivery of essential and emergency service responders to all addressable land parcels within Western Australia. As with all naming processes, the duplication of names within the state (or nationally) often causes confusion and misunderstandings. Therefore, the names and future boundaries of new localities within Western Australia will follow these policies to ensure their uniqueness and their historical link to the state.

This section outlines how localities can be named, renamed or have their boundaries determined or realigned.

Who can officially name localities?

As per the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially naming and un-naming all locality and other administrative boundaries in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of locality names and boundaries.

Locality naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1: General policies and standards, as well as all the procedures outlined in this section.

Selection of a locality name must take into consideration the impact the name will have on the wider community. The selection shall recognise that locality names may bear specific provenance to the history, geography or junction of another state or territory. Investigation into this level of association must be included as part of any assessment in determining the assignment of a new locality name.

4.1 Components of a locality name

All locality name submissions must conform to the policies as outlined in Section 1.

4.1.1 Name element requirements

A locality name shall consist of a single name element (specific) and shall not include a second word to form a double-barrelled name.

4.1.2 Unacceptable names

The official naming parameters as detailed in Section 1: General policies and standards must be applied for all locality naming submissions.

There shall be only one official name for a locality; dual or alternative names shall not be assigned.

The use of road types as part of a locality name shall not be used, for example Glendalough Street.

No locality name shall be preceded or followed by a feature class (generic) or a cardinal indicator. The use of such is not considered an appropriate means to create a unique name. For example, East Bullsbrook, Wanneroo Brook, Mount Northam and Swan Valley North are not acceptable. Further information regarding their appropriate use can be found in Section 1: Policy 1.3.1.

The use of numerals in a locality name may cause confusion between the name of the locality and an address number. Therefore it is not acceptable for a locality name to include numbers/numerics, either in full alphabetised or numeric format, for example neither Eight, Eighth, 8 or 8th, see Section 1: Policy 1.3.12

Locality names which are not directly related to the area in which they are to be located will not be accepted.

4.1.3 Recommended sources for new or changes to names

Locality names are expected to be enduring and changes to names will only occur if there is a proven risk to life if the current name is retained.

The following sources are recommended when seeking a new locality name:

- names from Aboriginal languages formerly identified with the general area
- descriptive names appropriate to the features
- names of pioneers who were relevant to the area
- names of persons who died during war service
- names associated with historical events connected with the area
- flora or fauna native to the area.

Proposed names with significance to specific groups only (this excludes Aboriginal names) or names with no relevance to a particular area are not acceptable for approval.

Locality naming proposals will not succeed if:

- the proposal seeks to adopt a developer's estate/promotional name coined to endorse a development

- the proposal seeks to adopt the names used for existing infrastructure, for example schools, shopping precincts, hospitals etc
- the proposed name has no relationship to the area or is a made up name
- the proposed name is duplicated or similar in spelling or sound to an existing locality name within Australia
- petitions presented in support only represent one point-of-view
- the proposal is not supported by local government
- no broad-based community survey has been undertaken
- the proposal does not have strong local community support
- the proposal is to rename all or part of a locality after urban development occurs.

Use of Aboriginal names

In instances where the name is of Aboriginal origin, all submission must conform to the information regarding the appropriate use of names and terms which can be found in Section 7: Use of Aboriginal names and dual naming.

Any locality name derived from an Aboriginal source must be local to the area and shall be endorsed by the recognised local community. Evidence of this endorsement must be included with the naming proposal.

4.1.4 Boundary delineation

The submission for the creation of new or modification of existing locality boundaries shall only be reviewed if the following has been taken into consideration:

- all boundaries shall be clearly defined, contiguous and must not overlap another locality boundary
- boundaries shall align with road centrelines (major highways, divided carriageways and railways), cadastral information or obvious topographical features such as rivers, shorelines, creeks
- locality boundaries for corner blocks shall be the same as those for neighbouring properties accessed from the same road
- if a property is situated on a corner and the block is subdivided with one or more of the new properties accessed from a road generally defined as being addressed to a different locality, the locality boundary shall be changed to incorporate the new subdivided properties
- if a natural feature such as a waterway is to be used as the boundary for a locality, the boundary should be applied to the centreline of such a feature
- a locality shall not be defined as an island within another locality. For instance, all localities should have boundaries that run alongside two or more other localities or one other locality and a state or sea boundary
- a locality boundary should not separate any areas which are considered to be of community interest
- boundaries shall not bisect single lots or land parcels. Exceptions that may be considered by Landgate for endorsement may include large areas such as forest, lakes or national parks.

4.2 Name duplication

Names proposed for new localities shall not be duplicated or sound similar to names used within the state or nationally.

For example Girraween (NT), Girraween (NSW), Girraween (Qld) or Girrawheen (WA) or Mount Alford (Qld) and Mount Alfred (Vic). Duplicated names are considered to be any existing locality or administrative boundary name which is spelt exactly the same or is considered to have a similar spelling or pronunciation.

There is a national requirement that consultation with all other states and territories must be undertaken for all locality name proposals to ensure that the proposed name is not recorded on any reserved names list for future use within those jurisdictions. Landgate will provide assistance with such consultation on request from the local government proposing the name.

All locality name submissions must conform to all of the mandatory policies outlined in Section 1: Policy 1.6.

4.2.1 Existing duplicated or similar sounding names

Whilst these policies are not expected to enact changes to precedents where established locality names are duplicated or are similar in sound or spelling (homonymous), if such names are found to have caused, or are likely to cause a risk to life and confusion in the delivery of essential services, consultation with the relevant local government and the affected community should be undertaken to have a unique and compliant name approved.

If no agreement can be met between the relevant local government and the community in the application of a new unique locality name for an area, and the Minister agrees such a change is in the community's best interests, a formal name change may still be endorsed by the Minister.

4.3 Assigning named extents

All locality naming submissions must clearly define the area to which the name shall apply. Any decisions on a naming submission shall specify the limits of the area to which the name officially applies.

4.3.1 Locality sizes

A locality will be defined for the purposes of assisting delivery of emergency service responders or postal services. Therefore, a locality cannot be so small that it makes it difficult to distinguish from the surrounding area nor can it be so large that it confuses members of the public about where the boundaries are situated. All submissions must be able to demonstrate that proposed boundaries for a locality will make sense to local residents and businesses as well as visitors.

The requirements as to the size and number of available lots required for urban and rural localities are:

- localities within metropolitan and urban areas shall be a minimum size of 100ha, with the minimum number of lots to be 1000. The maximum size shall be 10,000ha. The ideal size for an urban locality is approximately 500ha
- localities with rural areas shall have a minimum size of 1000ha and have no maximum size. The ideal size for a rural locality is approximately 2500ha.

4.4 Naming and boundary amendments

The official locality names are expected to be enduring. Landgate discourages any changes to official names without good reason, however each such proposal will be considered on an individual basis and the merits of each case will be carefully evaluated.

4.4.1 Proposed boundary amendments

The need to amend a locality boundary will arise when there is an impediment to the efficient delivery of services to an area, the inability to assign a correct street address, further land development or as a result of the construction of a new major road.

The implementation of such changes will occur if a significant benefit to the community is identified. This includes:

- the amendment supports the requirements of the WA Police, emergency service responders and Australia Post
- the amendment alleviates difficulties by the community in gaining access to and from the area
- the benefits of the proposal to the community as a whole
- the size of the area and the proposed boundaries
- the amendment facilitates correct street addressing requirements as included in Australian/New Zealand Standard AS/NZS 4819:2011.

Submissions seeking changes for reasons of perceived status or financial benefit shall not be supported.

4.5 Locality names crossing local government and state boundaries

Where a locality boundary extends across two or more local government boundaries, the boundaries of the locality shall be reviewed with the intention of aligning them with the local government area.

A locality boundary shall not extend beyond the Western Australian state border.

4.6 Assignment of postcodes

Australia Post is responsible for the allocation of four digit numeric postcodes. These codes are allocated to geographic areas to facilitate the efficient processing and delivery of mail.

The decision to assign a new postcode or an existing postcode to a locality is based on operational efficiency. Issues that underpin this decision include the configuration of the Australia Post network, transportation connections and delivery arrangements.

Landgate shall consider Australia Post requirements when reviewing all locality boundary proposals.

4.7 Government managed land

All localities situated on land administered by other government agencies and authorities other than local governments, shall be named in accordance with the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies which are responsible for the management of land administered by them, shall liaise with Landgate to develop practices and processes for the naming of localities within these areas.

4.8 Private, residential and commercial developments

The intention of this subsection is to outline the acceptable use of official locality names in which private, residential or commercial subdivisions may exist.

Estate, commercial, subdivisional or promotional (vanity) names of a subdivision or development used for the marketing of real estate shall not be accepted as a substitute for an official locality name. Such names undermine the correct use of property street addressing and create potential for confusion to emergency service responders and future residents. They shall not have any official recognition within Western Australia.

Such names shall only be used by developers in marketing documents in the early stages of a development and must be used in conjunction with the official locality name. They cannot be used without the official locality name being used (for example, Ranford Estate, Canning Vale or Brighton Estate, Butler) when advertising houses or land for sale and in general correspondence.

When such names are used, they should conform to general naming policies and standards, such as avoiding duplication and only using a locality name as an estate name when the estate is actually situated within the locality of that name.

Landgate should be informed of all such names so that they can be recorded for information purposes to assist with emergency service response coordination.

The names of existing infrastructure such as shopping precincts, schools and other facilities shall not be considered as suitable names for a locality unless they conform to the general naming policies and standards.

4.8.1 Compliance

The irregular and ungoverned naming of private, residential or commercial development areas within a locality can lead to confusion and interruption to the efficient delivery of essential and emergency service responders. Therefore, developers of such areas are encouraged to select such names in accordance with Section 1: General policies and standards.

4.9 Review of localities

Boundaries of localities in areas that are subject to urban development and residential infill shall be reviewed regularly and amended where appropriate.

Such revisions will determine whether the boundaries continue to adequately define the existing situation of the area. If major developments create a unique area and are readily distinguishable from the surrounding landscape, or a major road infrastructure creates a division, then the creation of a new locality may be deemed necessary by Landgate.

Name and extent submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each locality name proposal shall include the following information:

- the location of the locality feature including coordinates latitude and longitude, decimal degrees or Map Grid of Australia (MGA) coordinates for the centroid of the locality polygon
- the 1:250 000 and 1:50 000 mapsheet names and numbers the locality is situated on
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal community
- submission of the completed worksheet which is located at in this document as Appendix 4A to clearly indicate which policies in Sections 1 and 4 the proposal conforms to
- supporting information as to why Landgate should consider naming or amending the locality name or boundary (if relevant, why the current name and/or boundary is considered to be less appropriate than the new proposed name and boundary)
- the proposed name(s), the origin/source/historical context, and any supporting evidence that may be appropriate such as maps, photographs, references or sketches
- a current map or plan correctly marked with clearly defined locality boundary extents and name(s)
- where applicable, evidence of landowner, family or community support
- if the application is for a renaming, evidence of consultation from the wider community is required.

Landgate has provided a checklist at Appendix 4A to assist with submission of locality naming requests. Incomplete applications will not be progressed until all the necessary information has been provided.

Section 5: Local parks and recreational reserves

Introduction

For the purposes of these policies, a local park and recreational reserve is a uniquely and clearly defined administrative geographical extent. It may be freehold or crown land parcels which have been established for public purpose, such as recreational use and/or for the protection of local habitat areas. They may include public gardens, infrastructure such as shelters, ablutions, playground equipment, barbeques or other features such as ponds, lakes, bushland and walking trails.

Using this section of the policy

The naming of local parks and recreational reserves provides instantly recognisable labels to identify these geographic entities. As with all naming processes, the duplication of names within an area often causes confusion and misunderstandings even though such duplications have been common within a local government area, the state or nationally in the past.

This section outlines how local parks and recreational reserves can be named, renamed or have their boundaries and spatial reference points determined or realigned.

Who can officially name local parks and recreational reserves?

As per the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially naming and un-naming all local parks and recreational reserves in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of local parks and recreational reserve names.

Which local parks and recreational reserves can be named?

All local parks and recreational reserves should be named and formally approved by Landgate. It is in the public interest and important for the ease of identification and dispatch of emergency service responds that local parks and recreational reserves are officially named in accordance to the policies and procedures outlined in this document.

Local parks and recreational reserve naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1: General policy and standards, as well as all the procedures outlined in this section.

Selection of a local park or recreational reserve name must take into consideration the impact the name will have on the wider community.

5.1 Components of a local park or recreational reserve name

All local park and recreational reserve naming submissions must conform to the policies as outlined in Section 1.

5.1.1 Name element requirements

A local park or recreational reserve name should consist of a single name element (specific) followed by a feature class (generic), for example Queenscliff Park and not Park Queenscliff. Further information regarding their appropriate use can be found in Section 1: Policy 1.3.1.

In instances where the name is of Aboriginal origin, the use of a generic term with an Aboriginal name is not mandatory. Further information regarding the appropriate use of Aboriginal names and terms can be found in Section 7: Appropriate use of Aboriginal names and dual naming.

5.1.2 Acceptable feature classes (generics)

All local park or recreational reserve names shall include as part of that name a feature class (or generic).

It is preferred that all local park or recreational reserves use the feature class PARK as part of the name.

The word RESERVE should only be used as part of a name if the whole of the area to be named is an official reserve as created under the *Land Administration Act 1997* and has been allocated an official reserve number. The name is to be applied to the whole extent of the reserve. It will not be applied to disconnected parcels of land; however the same name may be applied to multiple adjoining reserves.

5.1.3 Unacceptable names

The official naming parameters as detailed in Section 1: Policies and standards must be applied for all local park or recreational reserve naming submissions.

The use of road types as part of a local park or recreational reserve name shall not be used, for example Smith Street Park.

The use of cardinal indicators and suffixes/prefixes which are not locality specific (Mount, Lake, etc) are not supported. For example, Mount Lawley Park will only be accepted if it is to be applied to a large recreational area within the locality of Mount Lawley. Where possible the names of the adjoining roads should be applied.

The use of a unique name may only be considered by Landgate when the name is derived from a historical reference indicating that the name has been in use in the same area for some extended period of time.

The use of numbers in a topographic feature name may only be used as words (eight, eighth) or as numbers, such as 8 (for example 8th, 3rd, 2nd are not allowed), and only if the proposed name is derived from a historical reference indicating that the name in this form has been in use for some extended period of time. In all other cases it is not acceptable for a park or reserve name to include numbers/numerics, either in full alphabetised or numeric format, for example Section 1: Policy 1.3.12

5.1.4 Recommended sources for new names

It is expected that all new local parks or recreational reserves will be named after an adjoining road name.

If, due to duplication, an alternate name is required the following are considered suitable sources for such submissions:

- names from Aboriginal languages formerly identified with the general area
- names of pioneers who were relevant to the area
- names of persons who died during war service
- names associated with historical events connected with the immediate area.

Proposed names with significance to specific groups only (this excludes Aboriginal names) or names with no relevance to a particular area are not acceptable for approval.

Local park or recreational reserve naming or renaming proposals will not be approved if:

- the proposal seeks to adopt a developer's estate/promotional name coined to endorse a development
- the proposal seeks to adopt the names used for existing infrastructure, for example schools, shopping precincts, hospitals etc
- the proposed name has no relationship to the area or is a made-up name
- petitions presented in support only represent one point-of-view
- the proposal is not supported by local government
- no broad-based community survey has been undertaken for a renaming
- the renaming proposal does not have strong local community support
- the proposal is to rename all or part of a local park or recreational reserve after urban development occurs.

Use of Aboriginal names

In instances where the name is of Aboriginal origin, the submission must conform to the information regarding the appropriate use of Aboriginal names and terms which can be found in Section 7: Appropriate use of Aboriginal names and dual naming.

Any local park or recreational reserve name derived from an Aboriginal source must be local to the area and shall be endorsed by the recognised local community. Evidence of this endorsement must be included with the naming proposal.

5.1.5 Boundary delineation

The submission for the creation of a new, or modification of an existing, local park or recreational reserve shall only be reviewed if the following has been taken into consideration:

- all boundaries shall be clearly defined
- must not overlap another cadastral parcel boundary
- must be contiguous
- boundaries shall align with cadastral information.

5.2 Name duplication

Names proposed for new local parks or recreational reserves shall not be duplicated or sound similar to names used within the state. Duplicated names are considered to be any existing local park or recreational reserve name which is spelt exactly the same or is considered to have a similar spelling or pronunciation.

All local park or recreational reserve name submissions must conform to all of the mandatory policies outlined in Section 1: Policy 1.6.

5.2.1 Existing duplicated or similar sounding names

Whilst these policies are not expected to enact changes to precedents where established local park or recreational reserves names are duplicated, or are similar in sound or spelling (homonymous), if such names are found to have caused, or are likely to cause, a risk to life and confusion in the delivery of essential services, consultation with the relevant local government and the affected community should be undertaken to have a unique and compliant name approved.

If no agreement can be reached between the relevant local government and the community in the application of a new unique local park or recreational reserve name for an area, and the Minister agrees such a change is in the community's best interests, a formal name change may still be endorsed by the Minister.

This policy does not preclude the use of duplicated names with a different generic and when Landgate is satisfied that the duplication will not cause confusion. Such features shall be situated within reasonable proximity to the associated source, for example Beedelup Falls is situated on Beedelup Brook within Beedelup National Park.

Local park or recreational reserve naming submissions requesting names other than the adjacent road name, will not be accepted if the suggested name exists as a road name within 10km of the proposed local park or recreational reserve or within the same local government area.

5.3 Assigning named extents

All local park or recreational reserve naming submissions must clearly define the area or extent to which the name shall apply. The same name shall only be applied to contiguous land parcels and will not be applied to unconnected land parcels.

Any decisions on a naming submission shall specify the limits of the feature to which the name officially applies.

5.3.1 Local park or recreational reserve sizes

There is no minimum or maximum size requirement for a named local park or recreational reserve. However, the names shall not bisect a lot and shall only apply to whole cadastral land parcels. They may be applied to more than one land parcel.

5.3.2 Naming of pavilions and other structures

Components of local parks or recreational reserves, for example pavilions, and other structures etc may be named in honour of living community members who have contributed towards the establishment of the particular feature or towards the community in general.

The formal approval of such components is not required when the local park or recreational reserve has already been named as a whole. However the names shall conform to these naming policies and standards to ensure there is no duplication of names elsewhere within Western Australia. This assists in the provision of early responses from emergency service responders if the need should arise.

Landgate shall be informed of the names of such structures and facilities to ensure that the name, origin and position are recorded and available for inclusion on maps and for the unhindered provision of emergency service responders and essential services.

5.4 Naming amendments

Official local park or recreational reserve names are expected to be enduring. Landgate discourages any changes to official names without good reason, however such proposals will be considered on an individual basis, and the merits of each case will be carefully evaluated.

Reasons that may be considered in support of a name change are:

- changes made to bring official usage into agreement with well-established local usage
- proposals to eliminate naming issues such as derogatory names, duplication or those previously approved on the basis of incorrect information
- proposals previously made at the request of persons or organisations (public or private) for commemorative or other reasons important to the proposer.

Where a change to the name of a local park or recreational reserve is proposed, clear justification outlining sufficient reasons for consideration is required. As names are meant to be enduring, the current name has already been in use within the public domain. The proposed new name selected shall conform to all the necessary naming policies and standards.

The requirements of emergency service responders for clear unambiguous local park or recreational reserve naming shall also be a consideration.

Proposals normally require the support of local government, but the Minister is the final authority in all such matters.

Submissions for local park or recreational reserve name changes deemed to be non-essential or unnecessary shall incur a service charge.

5.5 Local park or recreational reserves near state boundaries

If a local park or recreational reserve is situated near a state boundary, care must be taken to avoid duplication with names used in the other states or territories.

No local park or recreational reserve may cross a state or territory border.

5.6 Government managed land

All local parks or recreational reserves situated on land administered by other government agencies and authorities other than local government must be named in accordance with the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies which are responsible for the management of land administered by them, shall liaise with Landgate to develop practices and processes for the naming of local park or recreational reserves within these areas.

5.7 Private, residential and commercial developments

The intention of this subsection is to outline the process for naming or renaming local parks or recreational reserves situated within a private, residential or commercial subdivision.

All local parks or recreational reserves situated within private, residential or commercial development areas must be named in accordance with the relevant Landgate naming policies.

The land owner/developer and the local government should work collaboratively to develop compliant names for local parks or recreational reserves within these areas.

5.7.1 Compliance

All local parks or recreational reserves within private, residential or commercial subdivisions must be named in accordance with Section 1: General policies and standards.

5.8 Local park or recreational reserve of greater than local significance

A local park or recreational reserve is considered to be of greater than local significance when it is:

- located in two or more local government areas
- located in a significant tourist precinct
- proposed to be created as part of a state or federal government project
- a major cultural, natural or recreational landscape feature
- linked to a significant Aboriginal feature, story or landscape.

Name submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for its endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each name proposal for a local park or recreational reserve shall include the following information:

- The location of the local park or recreational reserve including coordinates latitude and longitude, decimal degrees or Map Grid of Australia (MGA) coordinates for the centroid of the park/reserve polygon
- The 1:250 000 and 1:50 000 mapsheet names and numbers the park/reserve is situated on
- If the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community

- Submission of the completed worksheet which is located at in this document as Appendix 5A to clearly indicate which policies in Sections 1 and 5 the proposal conforms to
- Supporting information as to why Landgate should consider naming or changing the local park or recreational reserve name(s) (if relevant, why the current name is considered to be less appropriate than the new proposed name)
- The proposed name(s), the origin/source/historical context, and any supporting evidence that may be appropriate such as maps, photographs, references or sketches
- A current map or plan correctly marked with clearly defined local park or recreational reserve extents and name(s)
- Where applicable, evidence of landowner, family or community support
- If the application is for a renaming, evidence of consultation from the immediate and/or wider community is required.

Landgate has provided a checklist at Appendix 5A to assist with submission of naming requests for local parks and recreational reserves. Incomplete applications will not be progressed until all the necessary information has been provided.

Section 6: Administrative boundaries

Introduction

For the purposes of these policies, administrative boundaries are uniquely and clearly defined administrative geographical boundaries. Examples include electoral boundaries, local government boundaries, land divisions, port authorities etc.

Administrative boundaries are legally documented and attributed boundaries used to define the rights, responsibilities and interests on the land. These areas are recognised by governments or other organisations for administrative purposes. Landgate records and administers state and local government administrative boundaries only.

Using this section of the policy

The naming of administrative boundaries provides instantly recognisable labels to identify administrative geographic entities. As with all naming processes, the duplication of names within the state often causes confusion and misunderstandings even though such duplications have been common within a local government area, the state or nationally in the past.

This section outlines how administrative boundaries can be named, renamed or have boundaries determined or realigned.

Who can officially name administrative boundaries?

As per the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially name and un-name all administrative boundaries in Western Australia which are not legally named under other state legislation. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of administrative boundary names.

Administrative boundary naming policies

Local governments and other government authorities are to ensure that all naming submissions conform to the policies outlined in Section 1, as well as all the procedures outlined in this section.

Selection of administrative boundary names must take into consideration the impact the name will have on the wider community. The selection shall recognise that such names may bear specific provenance to the history, geography or junction of another state or territory. Investigation into this level of association must be included as part of any assessment in determining the assignment of a new administrative boundary name.

6.1 Components of an administrative boundary name

All administrative boundary name submissions must conform to the policies as outlined in Section 1.

6.1.1 Name element requirements

Where possible an administrative boundary name should consist of a single name element (specific) and not include a second word to form a double-barrelled name.

6.1.2 Feature classes (generics)

All administrative boundaries shall include as part of that name a feature class or generic.

The feature class must be selected from the official list of feature classes used within Western Australia as shown in this document as Appendix 6A: Administrative Boundary Feature types suitable for use in Western Australia. The correct use of feature classes alleviates any possible confusion as to which feature the name is being applied to.

Exceptions to this only occur with the use of Aboriginal names or words which already include details of the feature class within the name.

6.1.3 Unacceptable names

The official naming parameters as detailed in Section 1: Policies and standards must be applied for all administrative boundary naming submissions.

There shall be only one official name for an administrative boundary; dual or alternative names shall not be assigned.

The use of road types or feature classes as part of an administrative boundary name shall not be used.

No administrative boundary name shall be preceded or followed by a feature class (generic) or a cardinal indicator. The use of such is not considered an appropriate means to create a unique name. For example, East Bullsbrook Ward, South Wanneroo Water Catchment Area, Swan North Legislative Assembly District are not acceptable. Further information regarding appropriate use can be found in Section 1: Policy 1.3.1.

The use of numerals in an administrative boundary name may cause confusion between the name of the administrative boundary and an address number. Therefore, it is not acceptable for an administrative boundary name to include numbers/numerics, either in full alphabetised or numeric formal, for example. neither Eight, Eighth, 8 or 8th, see Section 1: Policy 1.3.12

Administrative boundary names which are not directly related to the area in which they are to be located will not be accepted.

6.1.4 Recommended sources for new names or changes to names

Administrative boundary names are expected to be enduring and changes to names will only occur if there is a proven risk to life if the current name is retained or if the form and purpose of the boundary has been changed.

The following sources are recommended when seeking a new administrative boundary name:

- names from Aboriginal languages formerly identified with the general area
- descriptive names appropriate to the features
- names of pioneers who were relevant to the area

- names of persons who died during war service
- names associated with historical events connected with the area
- flora or fauna native to the area.

Proposed names with significance to specific groups only (this excludes Aboriginal names) or names with no relevance to a particular area are not acceptable for approval.

Administrative boundary naming proposals will not be approved if:

- the proposal seeks to adopt a commercial or developer's estate/promotional name coined to endorse a development
- the proposal seeks to adopt the names used for existing infrastructure, for example schools, shopping precincts, hospitals etc.
- the proposed name has no relationship to the area or is a made-up name
- the proposed name is duplicated or similar in spelling or sound to an existing administrative boundary name within Australia
- petitions presented in support only represent one point of view
- no broad-based community survey has been undertaken
- the proposal does not have strong local community support.

Use of Aboriginal names

In instances where the name is of Aboriginal origin, the submission must conform to the information regarding the appropriate use of names and terms which can be found in Section 7: Appropriate use of Aboriginal names and dual naming.

Any administrative boundary name derived from an Aboriginal source must be local to the area and shall be endorsed by the recognised local community. Evidence of this endorsement must be included with the naming proposal.

6.1.5 Boundary delineation

The submission for the creation of new, or modification of existing, administrative boundaries shall only be reviewed if the following has been taken into consideration:

- all boundaries shall be clearly defined, contiguous and must not overlap another administrative boundary of the same function
- boundaries shall align with road centrelines (major highways, divided carriageways and railways), cadastral information or obvious topographical features such as rivers, shorelines, creeks
- if a natural feature such as a waterway is to be used as the boundary for an administrative boundary, the boundary should be applied to the centreline of such a feature
- an administrative boundary shall not be defined as an island within another administrative boundary of the same function
- boundaries shall not bisect single lots or land parcels. Exceptions that may be considered by Landgate for endorsement may include large areas such as forests, lakes or national parks.

6.2 Name duplication

Names proposed for unnamed administrative boundaries shall not be duplicated. Duplicated names are considered to be two or more names which are within close proximity and those which are identical or have similar spelling or pronunciation.

There shall be no administrative boundary name duplication within the state regardless of function. All administrative boundary name submissions must conform to all of the mandatory policies outlined in Section 1: Policy 1.6.

6.2.1 Existing duplicated or similar sounding names

Whilst these policies are not expected to enact changes to precedents where established administrative boundary names are duplicated or are similar in sound or spelling (homonymous), if such names are found to have caused, or are likely to cause, a risk to life and confusion in the delivery of essential services, consultation with the relevant managing jurisdiction (commonwealth or state government agency) and the affected community should be undertaken to have a unique and compliant name approved.

If no agreement can be met between the relevant managing jurisdiction and the community in the application of a new unique administrative boundary name for an area, and the Minister agrees such a change is in the community's best interests, a formal name change may still be endorsed by the Minister.

6.3 Assigning named extents

All administrative boundary naming submissions must clearly define the area to which the name shall apply. Any decisions on a naming submission shall specify the limits of the area to which the name officially applies.

6.3.1 Administrative boundary sizes

There is no minimum or maximum size requirement for a named administrative boundary. However, the names shall not bisect a lot and shall only apply to whole cadastral land parcels. They may be applied to more than one land parcel.

6.4 Naming and boundary amendments

Official administrative boundary names are expected to be enduring. Landgate discourages any changes to official names without good reason, however such proposals will be considered on an individual basis, and the merits of each case will be carefully evaluated.

6.4.1 Proposed boundary amendments

The need to amend an administrative boundary will arise when there is a change to the function of the boundary or needs of the managing jurisdiction.

The implementation of such changes will occur if a significant benefit to the community is identified.

Submissions seeking changes for reasons of perceived status or financial benefit shall not be supported.

6.5 Local government and state boundaries

If an administrative boundary is situated near a state boundary, care must be taken to avoid duplication with names used in the other states or territories.

An administrative boundary shall not extend beyond the Western Australian state border.

An administrative boundary may extend across multiple local government boundaries.

6.6 Government managed land

All administrative boundaries situated across land administered by other government agencies and authorities other than local governments, shall be named in accordance with the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies responsible for the management of land administered by them, shall liaise with Landgate to develop practices and processes for the naming of administrative boundaries within these areas.

Because of the varied nature of administrative boundaries that fall under the jurisdiction of different state government departments and authorities, Landgate prefers to establish individual naming policies and practices for each department or authority as required.

If a unique set of naming policies and practices has not been established for a relevant government department or authority, then the general Landgate policies shall apply.

6.7 Private, residential and commercial developments

An administrative boundary shall extend across any private, residential and commercial development as required and as prescribed in relevant legislation.

The names of existing infrastructure such as shopping precincts, schools and other facilities shall not be considered as suitable names for an administrative boundary unless they conform to the general naming policies and standards.

Name and extent submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government or government agencies for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, all administrative boundary naming proposals should include:

- the location of the administrative boundary including coordinates latitude and longitude, decimal degrees or Map Grid of Australia (MGA) coordinates
- the 1:250 000 and 1:50 000 mapsheet names and numbers the administrative boundary is situated on
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal

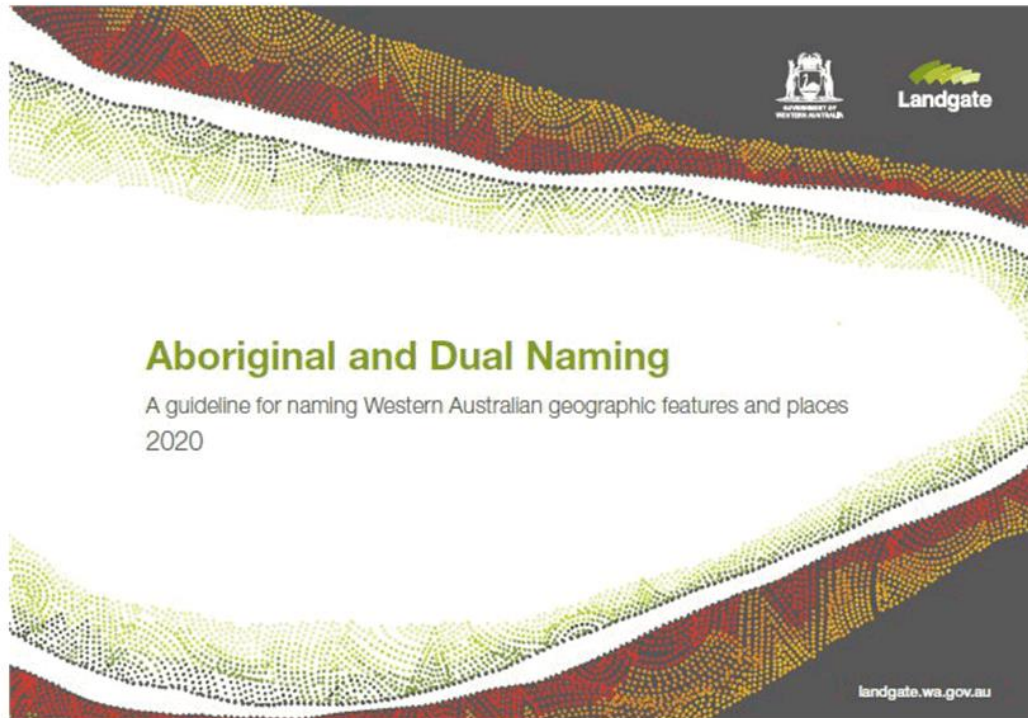
community

- submission of the completed worksheet which is located at in this document as Appendix 6B to clearly indicate which policies in Sections 1 and 6 the proposal conforms to
- supporting information as to why Landgate should consider naming or changing the administrative boundary name(s) (if relevant, why the current name is considered to be less appropriate than the new proposed name)
- the proposed name(s), the origin/source/historical context, and any supporting evidence that may be appropriate such as maps, photographs, references or sketches
- a current map or plan correctly marked with clearly defined administrative boundary extents and name(s)
- if the application is for a renaming, evidence of consultation from the immediate and/or wider community is required.

Landgate has provided a checklist at Appendix 6B to assist with submission of administrative boundary naming requests. Incomplete applications will not be progressed until all the necessary information has been provided.

Section 7: Appropriate use of Aboriginal names and dual naming

The *Aboriginal and Dual Naming Guidelines* are published separately on the Landgate webpage [here](#).



Section 8: Role of the Minister for Lands, Landgate and the Geographic Names Committee

Introduction

The purpose of this section of the policy is to clearly explain the roles and responsibilities of the Minister for Lands (the Minister), Landgate and the Geographic Names Committee (GNC).

Using this section of the policy

This section is to provide a clear understanding to government agencies, developers, local government, community interest groups and the general public about the roles and responsibilities of the Minister, Landgate and the GNC in the formal approval of roads, administrative boundaries and topographic features within Western Australia.

The Minister for Lands' role and responsibilities

As part of the Lands portfolio, the Minister, as per the provisions in the *Land Administration Act 1997*, has the authority for officially approving all road, feature and administrative boundary names in Western Australia. The Minister also has the authority to un-name.

Landgate and the delegation of authority

Landgate is a statutory authority which is managed by a board. This Board of Management is accountable to the Minister for the delivery of Landgate related products and services.

Within Landgate, there are a number of roles responsible for designated functions under the *Land Information Authority Regulations, 2007* and the *Land Administration Act, 1997*, including the Commissioner of Titles, Registrar of Titles, Valuer-General, Surveyor General and the Geographic Names Committee and Secretariat.

Through delegated authority, under the *Land Administration Act, 1997*, Landgate acts on the Minister's behalf to undertake the administrative responsibilities required for the formal approval of naming submissions, including the development of policies and procedures.

GNC executive officer and the secretariat

The GNC is served by an executive officer and a secretariat, both of which are provided by Landgate. The executive officer assists the chairman in the planning and conducting of the GNC meetings and implementation of Committee resolutions. It is also the executive officer's role to represent Western Australia on national consultative committees which meet to focus on issues of common interest to all states and territories and to develop national guidelines for a more unified approach to nomenclature in Australia.

Standard naming operations are managed by the executive officer and the secretariat (the Geographic Names Team) as provided by Landgate. This office is responsible for managing the nomenclature needs of the community, local government, real estate, mapping industries etc., for topographical features, administrative boundaries, localities and roads.

The secretariat is also responsible for the maintenance of the state's gazetteer and nomenclature database which holds essential attribute information.

Secretariats terms of reference

- assign nomenclature to topographical features, localities and roads
- alter, when required, the nomenclature of topographical features, localities and roads
- determine whether the use of a topographical feature, locality or road name shall be discontinued
- adopt national and international rules of orthography, nomenclature and pronunciation with respect to naming topographical features, localities and roads
- investigate and determine the form, spelling, meaning, pronunciation, origin and history of any topographical feature, locality and road names
- investigate and determine the application of nomenclature to topographical features, localities and roads with regard to position, extent or otherwise
- maintain a gazetteer and geographic nomenclature database for Western Australia
- inquire into and make recommendations on any matters relating to the nomenclature of topographical features, localities and roads referred by the Minister.

Geographic Names Committee

GNC History

In 1936 the then Minister for Lands, the Hon M.F. Troy, appointed an advisory committee known as the Nomenclature Advisory Committee. The Committee consisted of Dr J.S. Battye (Chancellor of The University of Western Australia and State Archives Board Chairman) as the Committee Chairman and its appointed members included Mr J.A. Klein, MA (Director of Education), Mr J.P. Camm (Surveyor General), Mr P Hasluck (Western Australian Historical Society) and Mr F.I. Bray (Memorials Committee of the Western Australian Historical Society).

The Committee's name was changed in 1987 to the Geographic Names Committee and it performs a similar role today by providing advice to, and on behalf of, the Minister on geographical naming issues.

Committee membership

Appointments to the GNC are made by the Minister to represent different points of view from local communities, professional institutions and government agencies within Western Australia. It provides a mechanism to make democratic naming decisions for the state government and is comprised of representatives from the following organisations:

- Australia Post
- Community Representatives (2 positions)
- Department of Aboriginal Affairs
- Department of Fire and emergency service responders
- Department of Mines and Petroleum
- Department of Parks and Wildlife
- Landgate – Chairman and executive officer
- Main Roads Western Australia
- State Records Office of Western Australia
- Urban Development Institute of Australia (WA Division) Inc.
- Western Australia Police
- Western Australian Local Government Association (2 representatives).

Responsibilities of the GNC

The GNC is responsible for:

- advice on geographical nomenclature matters
- development of policies to facilitate the approval and processing of nomenclature applications
- development of rules and processes to be followed in selecting, assigning or amending geographic nomenclature
- setting out processes and procedures for the selection or assigning of Aboriginal nomenclature
- specifying criteria for the assessment of cultural heritage or other significance in relation to the naming of places
- establishing consultation requirements for geographic nomenclature actions
- specifying any other matter or item appropriate to geographic nomenclature in Western Australia
- advising to the Minister on the establishment and development of the naming policies and standards
- dissemination of information on the naming policies and standards
- monitoring and review of compliance with the naming policies and standards
- undertaking other functions as required in relation to nomenclature.

At the discretion of the Minister the Committee shall:

- Review naming actions, transactions and issues which impact on any government agency, authority or instrumentality or that may attract significant public, government or other external interest
- Review and approve papers and reports to third/external parties which contain naming issues or exceptions which may prompt media, public or government scrutiny.

GNC recommendations

Not all submissions for a naming approval are required to be presented to the GNC for endorsement. Through the *Land Administration Act 1997*, *Land Administration Regulations 2007* and the *Instrument of Delegations*, the chairman and the executive officer of the GNC, and other Landgate officers have the authority to approve and un-approve naming submissions. Through Landgate's Geographic Names, advice is provided to the applicant on how the naming proposal shall proceed or why it cannot.

The GNC is presented with naming actions that are considered to be of significance to the wider community, may be controversial in nature, are required in the interests of public safety or those applications seeking special consideration as they do not comply with the necessary policies and standards.

Each matter determined by the GNC is made on the basis of the unique circumstances associated with the particular issue. Such decisions are not to be taken as precedents in subsequent naming deliberations.

Naming submission presented to the GNC

When a naming action has been presented to the GNC, it shall:

- determine whether the naming proposal in its current form conforms to all required naming policies and standards
- seek further supporting evidence, if required, from the applicant, government departments or development bodies, and other interested parties such as affected local land owners, businesses or residents as required

- consult with relevant emergency service response or public service organisations if a question of public safety or confusion might arise
- consider all information for its relevance to the principles, policies and procedures, especially all objections received from members of the public and emergency service responders or other public service organisations.

The GNC will determine the merits of each proposal and/or identify issues arising from the application before making a final decision.

Review of a GNC decision

Apart from requests from the Minister, after making a determination, the GNC will only reconsider an issue if new or additional relevant information is provided by the proponent.

The Minister may be asked to review a GNC decision on a naming matter within Western Australia if the proponent feels aggrieved by the decision of the GNC. A copy of the submission requesting the review is to be sent to Landgate for its information.

Presentation policy for the GNC

Individuals, interest groups or organisations with a direct interest in a topic to be considered by the GNC may request to make a short formal presentation to the Committee. The Committee will determine if they will hear the presentation or not. Submissions for such requests and any supporting documents must be provided to Landgate no less than fourteen calendar days before the scheduled meeting.

Presenters will be allocated a minimum time of fifteen minutes and a maximum of thirty minutes, prior to the scheduled GNC meeting and before the discussion of this matter where a decision is to be made by the GNC. The GNC members will be able to ask questions of the presenters and the executive officer will record any discussions and or questions which will be included as an appendix to the final version of the minutes.

Questions raised must relate to the matters being discussed on the GNC agenda or to a function of the committee. No debate or discussion will be permitted on any question or answer.

The Chairman may accept or reject any question, or determine that any requiring a complex response which may need further research, be answered in writing following the meeting and these will also be included as an appendix to the meetings minutes.

Other naming groups and organisations

Permanent Committee on Place Names (PCPN)

In 1984, to assist with the coordination and communication for the consistent use of place names within Australia and New Zealand, the Committee for Geographical Names in Australasia (CGNA) was formed. In 1993, it became a standing committee within the Intergovernmental Committee on Surveying and Mapping (ICSM) and is now known as the Permanent Committee on Place Names (PCPN).

All of the principle naming authorities in Australia and New Zealand are represented on the PCPN including the Australian National Placenames Survey (ANPS), Great Barrier Reef Marine Park Authority (GBRMPA), Australian Antarctic Division (AAD), Australian Hydrographic Office (AHO) and the Department of Defence.

The PCPN meets annually to discuss issues of common interest to all states and territories and develop guidelines to reflect a national approach to nomenclature.

Its terms of reference include:

- The promotion of a greater community awareness of geographical names
- Development and promotion of national guidelines for geographical names
- Promotion of the use of correct names by map, chart and electronic application procedures
- Support for the maintenance and development of jurisdictional and national gazetteers, PCPN, Scientific committee on Antarctic Research (SCAR), and the Sub-Committee on Undersea Feature Names (SCUFN)
- Support of initiatives for the appropriate use and preservation of geographical names, and for the recognition of their heritage and cultural importance
- Support of the United Nations Group of Experts on Geographical Names (UNGEGN) and its initiatives.

United Nations Group of Experts on Geographical Names (UNGEGN)

International naming uniformity

In 1958, the Economic and Social Council of the United Nations passed a resolution requesting that the Secretary General draft a plan for achieving international uniformity on geographical names at the national and international level. As a result of this resolution, efforts to standardise geographic names for international use became the role of the United Nations Group of Experts on Geographical Names (UNGEGN).

UNGEGN functions through 23 geographical/linguistic divisions and working groups which address issues such as training courses, digital data files and gazetteers, romanisation systems, country names, terminology and toponymic guidelines. Activities include the sponsoring of conferences and sessions of a group of experts in the interests of developing guiding principles for attaining uniformity in the name-processing procedures and in the promotion of national standardisation by all countries.

Pacific South-West Division

Through the PCPN, Australia and New Zealand are represented at UNGEGN in the Pacific South West Division (PSW). Countries participating in this division include Australia, Fiji, Nauru, New Zealand, Papua New Guinea, Samoa, Solomon Islands, Timor-Leste, Tonga and Vanuatu

Section 9 Consulting with the wider community

Introduction

Consultation is a key component in the process of naming and renaming topographic features, administrative boundaries, localities and roads. The following process is recommended when consulting with the immediate and extended community in relation to naming and renaming processes.

This section provides information on the nature and extent of consultation required and when it is appropriate.

Using this section of the policy

For the purposes of this document, there is a distinction between 'immediate community' and 'extended community' for consultation.

Immediate community is considered to be:

- people who live or work within the area
- owners of properties or businesses in the area.

Extended community is considered to be:

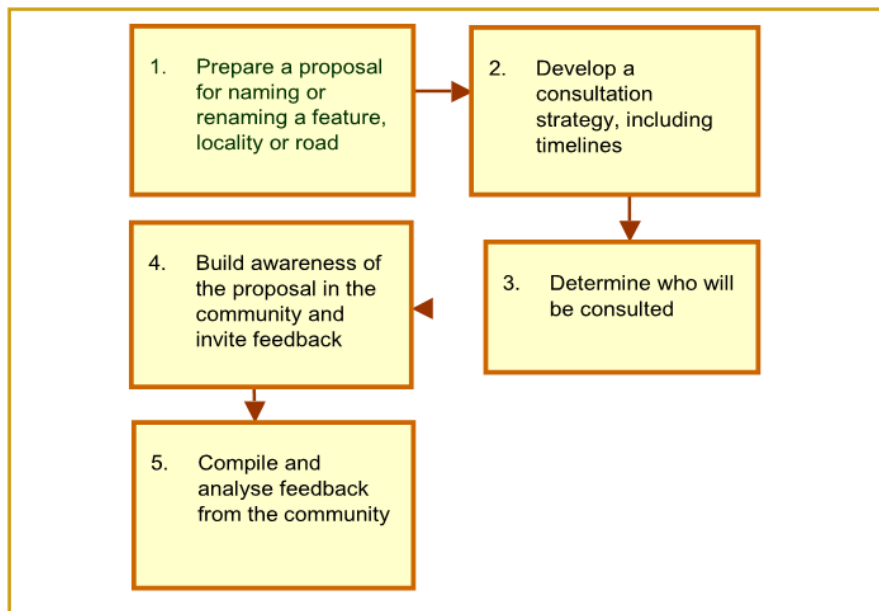
- visitors to the area (shoppers, tourists, recreational or dining visitors etc)
- organisations that have an interest in the area (Aboriginal associations, local historical societies and eminent individual historians, service clubs such as Lions Clubs and Rotary Clubs, Country Women's Associations, farmers groups, State Emergency Service, brigades, school parents associations, Probus clubs, senior citizens centres, ethnic associations, etc)
- government or non-government organisations that service the area.

The area' is different depending on the circumstances of the proposal. In general, it is considered to include (but is not be limited to):

- features (other than waterways): the sites themselves and the localities within which they fall
- localities: properties within the current and proposed locality's boundary and a generous buffer zone of properties adjoining or within 200 metres of the boundary
- roads: properties accessed from the road or major roads of state significance.

The consultation process

The consultation process involves five steps, which are illustrated in the diagram below and described in detail to follow.



Local government is expected to cover costs associated with public consultation.

Step 1: Prepare a naming proposal

The naming proposal must be prepared according to the relevant sections of the Policies and Standards for Geographical Naming in Western Australia 2017.

If the proposed name is a traditional Aboriginal name or derived from an Aboriginal Australian language relevant to Western Australia, local governments must consult with the relevant Aboriginal groups prior to submitting the naming proposal. Further details on consultation with the Aboriginal community are provided later in this document under Consulting with Aboriginal Groups.

This portion of the document provides information on consultation with the wider community following endorsement of the proposal by the Aboriginal community.

The information below should be used as a guide to assist with consultation.

Step 2: Develop a consultation strategy

A strategy for consulting with the wider community should detail who will be consulted, how they will be consulted and how feedback will be compiled and analysed. Information on each of these topics is provided below.

In addition to this information the strategy documentation should outline a timeline for the consultation process, allocate staff and resources to different tasks and define the background purpose and intended goals to be achieved through consultation.

Preparing this information in advance means that it can be referred to in different information campaigns throughout the consultation process.

Step 3: Determine who should be consulted

Consultation should be held with the communities that will be affected by the proposed naming/renaming or boundary adjustment of any feature, locality or road. The following guide may be used to identify which members of the community to consult.

Proposal	Who to consult	Type of consultation
New feature	Immediate and extended community	<ul style="list-style-type: none"> • Notices • Surveys • Public meetings (only if this is a potentially contentious issue)
New locality	Immediate and extended community	<ul style="list-style-type: none"> • Letters to affected residents, ratepayers or businesses; and to residents, ratepayers and businesses in properties adjacent to the proposed new boundaries • Notices • Surveys • Public meetings (only if this is a potentially contentious issue)
New road	Immediate and extended community	<ul style="list-style-type: none"> • Notices (only if this is a potentially contentious issue)
Renamed feature	Immediate and extended community	<ul style="list-style-type: none"> • Notices • Surveys • Public meetings (only if this is a potentially contentious issue)
Renamed locality	Immediate community	<ul style="list-style-type: none"> • Letters to affected residents, ratepayers or businesses • Notices • Surveys • Public meetings (only if this is a potentially contentious issue)
Renamed road	Immediate community	<ul style="list-style-type: none"> • Letters to affected residents, ratepayers or businesses • Notices • Surveys • Public meetings (only if this is a potentially contentious issue)
Boundary change of a feature	Immediate and extended community	<ul style="list-style-type: none"> • Notices • Surveys • Public meetings (only if this is a potentially contentious issue)
Boundary change of a locality	Immediate community	<ul style="list-style-type: none"> • Letters to affected residents, ratepayers or businesses, and residents, ratepayers and businesses in properties adjacent to the proposed new boundaries • Notices (if it is a large-scale proposal or potentially contentious issue) • Surveys • Public meetings (only if this is a potentially contentious issue)
Boundary change of a road	Immediate community	<ul style="list-style-type: none"> • Letters to affected residents, ratepayers or businesses • Notices (if it is a large-scale proposal or potentially contentious issue) • Surveys • Public meetings (only if this is a potentially contentious issue)

Step 4: Build awareness of the proposal and invite feedback

The following methods can be used to build awareness of the proposal and invite feedback. Each method has its own strengths and prior to selecting one or more of the methods, naming authorities should give consideration to the proposal's aims and the required outcomes of community consultation.

Notices

This includes newspaper (including local and Aboriginal newspapers), radio and television. If an advertisement is to be placed and the local government is seeking to reduce costs, it is possible to place an advertisement or notice listing the basic details and referring readers to a website, phone number or council office for further details.

Advertisements in local newspapers alone are generally insufficient to draw people's attention to a proposal.

In addition to advertisements, notices can be placed in public places, for example:

- at the site to be named or renamed
- local council offices
- libraries
- technical colleges and universities
- community centres and learning exchanges
- shops with community noticeboards such as bookshops, supermarkets, organic food stores
- tourist information centres.

These notices should include the following:

- the proposed (new) name/boundary and why it has been nominated
- where the feature, locality or road is located
- information on how to provide feedback, such as a public meeting (give date, time and venue), phone number, mailing address, email details and the website's URL.

Alternatively, if there is no proposed name, notices should include the following:

- guidelines for nominating a name or names
- details of how the community can have input into endorsing or selecting a name (for example through a vote)
- information about how to provide feedback, such as at a public meeting (give date, time and venue), phone number, mailing address, email details and/or the website's URL.

Letters

Letters to members of the immediate or extended community should be clear and precise.

As a minimum they must refer to the principles and procedures of the relevant sections of the Policies and Standards for Geographical Naming in Western Australia 2017 and include the following information:

- the location and extent of the feature, locality or road proposed to be named or renamed (with a map and written description)
- the reason for choosing the proposed name
- the closing date for public feedback, which must be 30 days from the date of the letter and/or public advertisement (whichever is later)

- an indication that, if the name or boundary change affects addresses, Australia Post may continue to record and recognise the old address for a period of six to 12 months to ensure a smooth transition from the old address to the new; however, it should also be stated that Australia Post might not guarantee the delivery of incorrectly addressed mail and customers should also be advised to use their official address.

NOTE: If property addresses are potentially affected by the proposal, the letter must include a survey seeking a response from the residents, rate payers and/or businesses in question. Refer to information below for further details about what should be included in the survey.

Surveys

Surveys should be used to gain an indication of community support or rejection of a naming/renaming or boundary change proposal. They must be used with the immediate community if they will be affected by an address change arising from the successful outcome of a proposal.

Surveys must refer to the Policies and Standards for Geographical Naming in Western Australia 2017 and include the following details:

- a statement outlining the background of the proposal
- information that the non-return of surveys will be treated as tacit consent for the proposal
- inclusion of two questions:
 - Do you approve the proposal to name/rename/adjust the boundaries of _____?
 - Do you support the proposed name _____ or boundary location (as shown on map)?
- space for respondents to include their name, address and contact details.

If a local government is seeking to gain support from the extended community for a proposal, it should avoid using surveys and do it by publishing notices inviting written submissions. The local government could also consider establishing an online campaign site and facility for registering support, objections or comments (refer to the 'Internet' section below for further details).

Internet

Internet sites can be valuable for collating all relevant information in one area for the benefit of immediate and wider communities. A website can be developed within the local government's existing website or as an additional site with its own domain name.

Websites are very useful for allowing members of the extended community to lodge expressions of support or objection to a naming/renaming or boundary change proposal. They are also a very practical facility for accommodating a naming competition.

When a website is used as a platform upon which to hold a naming competition, clear information must be provided about the requirement for names to conform to the principles of the Policies and Standards for Geographical Naming in Western Australia 2017.

As a minimum, websites promoting a naming/renaming or boundary change proposal or competition should include the following information:

- background to the proposal
- maps indicating the location and extent of the feature, locality or road
- the closing date for submissions
- information about how expressions of support or objection can be lodged
- details on how naming proposals can be lodged, if relevant

- reference and links to the online Policies and Standards for Geographical Naming in Western Australia 2017.

Public meetings

If it is considered necessary, a public meeting could be held. The need for this depends on how important the feature, locality or road is to the community and how controversial the naming/renaming/boundary changing may be.

If a public meeting is held then it should be organised and chaired by the local government. Consideration must be given to the location and timing of any public meetings so that those in full-time work can attend.

The venue should be one that is acceptable to all sections of the community and held at an appropriate time in the evening (for example. 7.30pm).

If one or more public meetings are held, a reasonable amount of time between the last meeting date and the closing date for feedback submissions should be provided. This will give people time to think about the issue, talk it over with their families, colleagues and friends, and give feedback to the local government by letter, email or through the website.

Comments made at the meeting should be noted by a nominated recorder and passed onto the local government for analysis and consideration.

If the awareness campaign results in some sections of the community being opposed to the proposed name, a group may form to present a case against the name. If this occurs, care must be taken to take notice of concerns and determine to what extent the group is representative of the wider community.

It may be that the group represents particular business interests that may not align with broader community values. The only time a group may be seen as representative of the whole community is when the community elects representatives to act on its behalf, specifically on the subject of a naming or renaming proposal.

Existing groups that have been formed for other purposes (for example charity and support or special interest groups), and generally represent a small proportion of the community, cannot be seen to have a mandate to speak on behalf of the wider community. However, if groups have discussed the issue at a general meeting with a vote taken to tender a submission, this may be submitted to the consultation group for consideration.

If there is opposition a new proposal may be put forward. In this instance, the local government will need to recommence the naming proposal process.

Step 5: Analyse feedback from the community

To assist in analysing the feedback, a spreadsheet should be developed to collate and organise the information.

The spreadsheet should include:

- the source of the feedback (whether it is an individual or a community organisation, protest group, business or government department or authority)
- positive or negative responses to questions posed on the surveys
- if a respondent provided alternative suggestions.

If there was no specific name proposed by the local government, the consultation process may have generated a detailed list of possible names. Naming authorities should collate this information and check that the names conform to the principles of the guidelines. The names that conform should be shortlisted and then formed into a proposal as per the procedures outlined in the guidelines. This will require further community consultation to determine support for the final name for the proposal.

Confirming responses from written submissions

If a local government is determining community support for a proposal, the statistics related to letters of support and objection are important to consider. The number of letters received should be categorised by their expressions of support or objection, and this information should then be represented as a percentage of the total amount of submissions received.

This information should then be further analysed. In particular, the statements of objection should be categorised as to whether they have raised issues regarding the proposal not conforming to the principles and/or procedures of the guidelines, or are related to other topics.

Statements of objection that do not refer directly to ways in which the proposal does not conform to the guidelines must be discarded and cannot be included in the data analysis of community support.

Objections must be addressed when they raise an issue of the proposal not complying with the principles and procedures outlined in the guidelines. If it can be shown that the proposal does not conform to the requirements of the guidelines the local government must alter or abandon the proposal.

If the proposal is then altered to ensure compliance with the guidelines, the local government must re-consult with the community to ascertain support or opposition to the revised proposal.

When community support for a proposal is minimal, but the proposal has been put forward based on public safety and/or emergency service responder concerns, the local government should attempt to refine and/or change the proposal so that it meets community expectations.

If the local government believes that community support will not be forthcoming and non-approval of the proposal will maintain the risk to public safety, it should seek advice from Landgate, who can refer the matter to a Geographic Names Committee meeting for advice or support.

Confirming responses from survey material

When a survey is sent to the immediate community, consent is considered to be achieved when the number of respondents expressing consent, added to the number of non-respondents (indicating tacit consent) is greater than 50 per cent of the total surveyed population.

For example:

Population in immediate community	100
Respondents who objected	30
Respondents who expressed consent	30
Non-responses (tacit consent)	40
Total community that consents	70%

This proposal **can** be considered to have community consent.

Population in immediate community	100
Respondents who objected	55
Respondents who expressed consent	40
Non-responses (tacit consent)	5
Total community that consents	45%

This proposal **cannot** be considered to have community consent.

When community support for a proposal is minimal, but the proposal has been put forward based on public safety and/or emergency service responder concerns, the local government should attempt to refine and/or change the proposal so that it meets community expectations.

If the local government believes that community support will not be forthcoming and non-approval of the proposal will maintain the risk to public safety, it should seek advice from Landgate, which can refer the matter to a Geographic Names Committee.

Consulting with Aboriginal groups

Please refer to *the Aboriginal and Dual Naming Guidelines* (Section 7).

Appendix 1A: Naming submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement prior to submissions being made to Landgate.

If a proposal is to change the name of a feature located across multiple local government areas, the respective local governments need to coordinate the proposal's submission prior to it being lodged with Landgate.

1. Who may submit a naming application?

1.1. General public

Members of the general public and community interest groups may submit a proposal to the relevant local government to name or change the name of a road, topographic feature, locality or administrative boundary. Such submissions may only be made if the naming or renaming proposal can be demonstrated to be in the best interests of the community.

The proposal must then be endorsed by the relevant local government who is responsible for the area in/across which the road etc. is located.

Upon receiving a naming proposal from the general public or community interest group, the local government should initiate the naming process and make a formal submission to Landgate.

1.2. Emergency response or other public service providers

Organisations that deal with the provision of emergency or other essential services (such as power, water, postal or telecommunications) may submit a proposal to name, or change the name of, a feature to the relevant local government responsible for the area in/across which the feature is situated. Such submissions may only be made if the naming or renaming proposal can be demonstrated to be in the best interests of the community.

Upon receiving a naming proposal from the emergency or other essential service provider, the local government should initiate the naming process and make a formal submission to Landgate.

If a request is made in the interests of public safety, the local government must respond within 30 days and action the request within one council meeting of that initial response. Often, an emergency service response or other public service provider will not provide a suggestion for the proposed new name. In these instances, the local government must provide a suitable name.

1.3. Local government

Local governments may submit an application to name or rename a feature. Renaming of existing features will only be considered if the local government is able to demonstrate that the proposal is being made in the best interests of the community for reasons of safety.

It is possible for local governments to hold naming competitions. In these instances the local government should contact Landgate and the processes described in Section 9: A Guide to consultation should be adopted for use.

If the local government is seeking to develop a naming or renaming proposal that uses an Aboriginal name(s), contact should be made with relevant Aboriginal communities to seek their input at the outset of the proposal process.

Once a name has been chosen, local governments should initiate the formal submission process.

2. General process steps

The following steps briefly outline local government requirements for preparing a naming submission:

Step 1 Check information

Local Governments are to ensure that all the necessary information has been provided by the party proposing the name. If insufficient, request additional information within a specified timeframe.

Step 2 Apply the policies

Upon selection of a new name, local governments must ensure the proposal conforms to all of the policies outlined in the relevant sections of this policy.

If the proposal does not comply with the relevant policies, or the local government determines that the proposal is frivolous in nature, the local government should seek more suitable names from the party proposing the name

Step 3 Consult with Aboriginal communities

If the proposed new name is derived from an Aboriginal language, from the outset the local government, or the party proposing the name, should consult with and obtain the input and approval of the relevant local Aboriginal community(s).

Details on the consultation process are provided in Section 7.

Step 4 Consult with emergency service response and other stakeholders

When local governments have ensured that the proposal adheres to the relevant naming policies, there should be no further need for consultation with emergency service response and other service providers. This is due to these policies having been endorsed by Landgate and the relevant agencies.

In instances of local governments not being certain whether the naming or renaming proposal conforms to the policies (for instance, in cases of possible duplication or confusion) they should consult with Landgate, and seek feedback from emergency service response and public service providers. Such consultation and feedback processes should be undertaken prior to any public consultation to ensure that unsuitable proposals are not unnecessarily provided to the public for their feedback.

Step 5 Consult with the public

The immediate community, including residents, ratepayers and businesses, must be consulted on any naming or renaming proposals that will affect their address.

Consultation with the immediate and/or extended community should only occur once Local Government is certain that the proposed name conforms to the relevant naming policies. If councils are uncertain of this, they should contact Landgate for further advice.

Step 6 Council consideration

Once the above steps have been undertaken a report must be prepared on the proposal.

The local government's decision to accept or reject a proposal needs to be formally recorded. This also applies when the decision has been made under delegated authority.

Step 7 Lodgement of submission to Landgate

If the local government endorses the proposal, a formal request seeking approval of the submission should be made to Landgate, via an online submission.

All naming proposals should include:

- applicant LGA Contact details
- developer/Agent/Proposer details
- the location of the development site in which the proposed road or feature will be situated
- supporting information as to why Landgate should consider naming or changing the name(s)
- the proposed name(s) and the origin/source/historical context
- a final road design plan (where applicable) correctly marked with road extents and names
- where applicable, evidence of landowner, family or community support
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community
- if the application is for a renaming, evidence of consultation from the affected residents is required.

2.1.Landgate's consideration of submissions

Upon receiving a submission to name or rename a road, Landgate will notify the requestor acknowledging it has received the submission. This notification will confirm that all the necessary information has been included or notify the requestor that further information is required before the approval process can continue.

If the submission is not from a local government, and supporting documentation has not been received confirming that the relevant local government has supported the request, the requestor will be notified that the approval process will not continue.

When considering the proposal, Landgate will check that the proposed naming or renaming conforms to all the relevant naming policies.

If Landgate finds that the submission is non-compliant, the relevant local government and original requestor (if required) will be issued with either a request for further information, or advice that the submission needs to be modified to confirm its compliance.

If Landgate deems that the submission is compliant, the formal approval process will be undertaken.

Once a name has been formally approved, the new or amended name is entered into the State's Gazetteer and information regarding the name's origin, location, derivation, historical name/s (if available), the local government(s) and locality in which the name is located and the official approval date is also recorded. Landgate's other corporate databases will then be able to reflect the necessary additions, amendments or a deletions, thus ensuring this information is made available to Landgate stakeholders and the wider community.

2.2. Notification of approvals

Once the approval process has been finalised, Landgate will notify the relevant local government(s) and the original requestor (if required) and provide a copy of the official naming approval for their records. The relevant local government(s) is required to notify any relevant stakeholders or service providers of the naming approval.

Appendix 2A:

Road types suitable for use in Australia

The following table is an extract from *Australian/New Zealand Standard AS/NZS 4819:2011 Appendix A 'Road Types – Australia'*. Road types used in Western Australia shall be chosen from this list for open ended roads, cul-de-sacs or pedestrian only roads.

Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Alley	Ally	Usually narrow roadway in cities or towns, often through city block or squares.	✓	✓	
Approach	App	Roadway leading to an area of community interest (e.g. public open space, commercial area, beach etc.)	✓		
Arcade	Arc	Passage having an arched roof, or any covered passageway, especially one with shops along the sides.	✓		✓
Avenue	Av	Broad roadway, usually planted on each side with trees.	✓		
Boardwalk	Bwlk	Promenade or path, especially of wooden planks, for pedestrians and sometimes vehicles, along or overlooking a beach or waterfront.			✓
Boulevard	Bvd	Wide roadway, well paved, usually ornamented with trees and grass plots.	✓		
Break	Brk	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	✓		
Bypass	Bypa	Alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement.	✓		
Chase	Ch	Roadway leading down to a valley	✓	✓	
Circuit	Cct	Roadway enclosing an area.	✓		
Close	Cl	Short, enclosed roadway.		✓	
Concourse	Con	Roadway that runs around a central area (e.g. public open space or commercial area).	✓		
Court	Ct	Short, enclosed roadway.		✓	
Crescent	Cr	Crescent-shaped thoroughfare, especially where both ends join the same thoroughfare.	✓		
Crest	Crst	Roadway running along the top or summit of a hill.	✓	✓	
Drive	Dr	Wide thoroughfare allowing a steady flow of traffic without many cross-streets.	✓		
Entrance	Ent	Roadway connecting other roads.	✓		
Esplanade	Esp	Level roadway, often along the seaside, lake or a river.	✓		

Firetrail	Ftrl	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	✓		
Freeway	Fwy	Express, multi-lane highway, with limited or controlled access.	✓		
Glade	Gld	Roadway usually in a valley of trees.	✓	✓	
Grange	Gra	Roadway leading to a country estate, or focal point, public open space, shopping area etc.	✓		
Grove	Gr	Roadway that features a group of trees standing together.	✓	✓	
Highway	Hwy	Main road or thoroughfare, a main route.	✓		
Lane	Lane	Narrow way between walls, buildings or a narrow country or city roadway.	✓	✓	
Loop	Loop	Roadway that diverges from and re-joins the main thoroughfare.	✓		
Mall	Mall	Sheltered walk, promenade or shopping precinct.			✓
Mews	Mews	Roadway in a group of houses.		✓	
Parade	Pde	Public promenade or roadway that has good pedestrian facilities along the side.	✓		
Parkway	Pwy	Roadway through parklands or an open grassland area.	✓		
Passage	Psge	Narrow street for pedestrians.			✓
Path	Path	Roadway used only for pedestrian traffic.			✓
Place	Pl	Short, sometimes narrow, enclosed roadway.		✓	
Plaza	Plza	Roadway enclosing the four sides of an area forming a market place or open space.		✓	
Promenade	Prom	Roadway like an avenue with plenty of facilities for the public to take a leisurely walk, a public place for walking.	✓		
Quays	Qys	Roadway leading to a landing place alongside or projecting into water.	✓		
Ramp	Ramp	Access road to and from highways and freeways.	✓		
Retreat	Rtt	Roadway forming a place of seclusion.		✓	
Ridge	Rdge	Roadway along the top of a hill.	✓		
Rise	Rise	Roadway going to a higher place or position.	✓	✓	
Road	Rd	Open way or public passage primarily for vehicles.	✓		
Square	Sq	Roadway bounding the four sides of an area to be used as an open space or a	✓	✓	

		group of buildings.			
Steps	Stps	Route consisting mainly of steps.			✓
Street	St	Public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides.	✓		
Subway	Sbwy	Underground passage or tunnel that pedestrians use for crossing under a road, railway, river etc.			✓
Terrace	Tce	Roadway usually with houses on either side raised above the road level.	✓	✓	
Track	Trk	Roadway with a single carriageway. A roadway through a natural bushland region. The interpretation for both Track and Trail is limited to roadways, whereas in many areas (e.g. Tasmania) these are often associated with walking rather than vehicular movement.	✓		
Trail	Trl	See 'Track'.	✓		
View	View	Roadway commanding a wide panoramic view across surrounding areas.	✓	✓	
Vista	Vsta	Roadway with a view or outlook.	✓	✓	
Walk	Walk	Thoroughfare with restricted access used mainly by pedestrians.			✓
Way	Way	Roadway affording passage from one place to another. Usually not as straight as an avenue or street.	✓		
Wharf	Whrf	A roadway on a wharf or pier.	✓	✓	✓

Appendix 3A:

Topographic feature classes suitable for use in Western Australia

The following table is a list of feature classes suitable for use within Western Australia for topographic feature naming.

Feature Class Abbreviation	Feature Class	Description
AOS	Aboriginal Outstation	<p>ABORIGINAL OUTSTATION = A station in a remote or sparsely populated location OR camps or settlements established by Aboriginal people on their ancestral lands, away from the government town or missions or;</p> <p>an area of land on which a small community of Aboriginal people lives away from larger settlements</p>
AF	Airfield	<p>AERODROME = A landing area that is smaller than an airport, or Any licensed airfield or government airfield maintained by the Federal Airports Corporation, other than those designated airports.</p> <p>AIRFIELD = A level tract of land, maybe equipped with hard surfaced runways and buildings etc. for the operation and maintenance of mainly light aircraft.</p> <p>AIRPORT = A facility, either on land or water, where aircraft can take off and land; usually consists of hard-surfaced landing strips, a control tower, hangars, and accommodations for passengers and cargo.</p> <p>AIRSTRIPE = A facility that consists only of a runway with perhaps fuelling equipment. They are generally in remote locations, or A level tract of land, usually without a hard-surfaced runway or maintenance facilities, but otherwise suitable for landing and take-off by light aircraft.</p> <p>LANDING GROUND = An area of flat land used by aeroplanes for landing and take-off and having only rudimentary facilities, or none at all, or A level tract of land, usually without a hard-surfaced runway or maintenance facilities, but otherwise suitable for landing and take-off by light aircraft.</p> <p>WATER AERODROME = Any area of water that is used for aircraft arrival or departure, or A body of water designated for the operations of seaplanes and with facilities licensed for such craft to use.</p>
ANCH	Anchorage	<p>ANCHORAGE = A sheltered place near a coast with sufficient depth of water and a sea bottom below that will hold an anchor securely, so that a ship may lie still in that location for an extended period of time or;</p> <p>an area for ships to anchor, sufficiently sheltered by reefs, sandbanks or islands to give protection from seas.</p> <p>ROAD[S] = A partly sheltered anchorage or;</p> <p>an area for ships to anchor, sufficiently sheltered by reefs, sandbanks or islands to give protection from seas.</p> <p>ROADSTEAD = An area near the shore, where vessels can anchor in safety; usually a shallow indentation in the coast or;</p> <p>an area for ships to anchor, sufficiently sheltered by reefs, sandbanks or islands to give protection from seas.</p>
ARCH	Archipelago	<p>ARCHIPELAGO = An archipelago is a landform which consists of a chain or cluster of islands. Archipelagos usually occur in the open sea; less commonly a large land mass may neighbour them.</p> <p>Archipelagos are often volcanic, forming along ocean ridges or hotspots, but there are many other processes involved in their construction, including erosion and deposition.</p>
BANK	Bank	<p>BANK = A portion of the sea bed raised above its surroundings, but covered with enough water to permit navigation or;</p> <p>the sloping ground along the edge of a river, stream or lake or;</p> <p>a broad elevation in the continental shelf lying some distance off the coast, over which the water is relatively shallow.</p> <p>BAR = A ridge or succession of ridges of sand (or other substances) extending across the mouth of a river or harbour and which may obstruct navigation.</p> <p>SANDBANK = An undersea bank of sand, which may be exposed at low tide.</p> <p>SANDBAR = A bar of sand formed in a sea or river by the action of the tides or</p>

		currents or; an undersea ridge of sand, built up by the action of tides, currents, etc., and possibly exposed at low tide.
BAY	Bay	BAY1 = An open, curving indentation made by the sea or a lake into a coastline or a wide indentation in the coastline generally smaller than a gulf and larger than a cove or; a well-marked indentation made by the sea into a coastline, larger than a cove, whose penetration is in such proportion to the width of its mouth as to partly surround its waters, and which thus constitutes more than a mere curvature of the coast. BAY2 = A well-marked indentation made by a lake into its shoreline, larger than a cove, whose penetration is in such proportion to the width of its mouth as to partly surround its waters, and which thus constitutes more than a mere curvature of the shore. FJORD= Long narrow arm of the sea between high cliffs, but the term bay has also been applied to such a feature
BCH	Beach	The sloping shore along a body of water that is periodically washed by waves or tides and is usually covered with sand or gravel or; The sloping shore of a lake usually covered with sand or gravel.
NAVB	Beacon,Light,Buoy	BEACON = A prominent specially constructed object forming a conspicuous mark as a fixed aid to navigation or; a navigational signal light on a tower or hill. BUOY = A floating object moored to the seafloor, as an aid to navigation or for other specific purposes or; a distinctively shaped and coloured float, anchored to the bottom, for designating moorings, navigable channels, or obstructions in a body of water. 'BEACON = A prominent specially constructed object forming a conspicuous mark as a fixed aid to navigation or; a navigational signal light on a tower or hill. LIGHT = A lighted aid to navigation, i.e. a lighted buoy or; an aid to navigation, such as a buoy or minor structure, incorporating an illuminating source.'
BEND	Bend,Loop,Elbow,Mndr	BEND = A curve in the course of a stream and (or) the land within the curve; a curve in a linear body of water. ELBOW = A sudden turn in a channel, river, or shoreline OR a curve in the course of a stream. MEANDER = A curve in the course of a river which continually swings from side to side in wide loops, as it progresses across flat country or; a curve in the course of a stream, which because of the flat terrain, continually swings in wide loops as it progresses. RIVER BEND = A curved segment of a river or; a curve in the course of a stream.
BGHT	Bight	BIGHT = An indentation in the sea coast similar to a bay, but either larger or with a greater curvature or; a crescent-shaped indentation in the coastline usually of large extent and not more than a 90 degree sector of a circle.
BLHL	Blowhole	BLOWHOLE = A hole near the sea-shore which has been formed in the roof of a cave, and through which air and possibly water are forced by the rising tide or; a vent in a cliff connecting with a cave below through which spray is forced.
BORE	Bore	ARTESIAN BORE = A type of bore in which the water is forced to the surface by hydrostatic pressure or; a hole bored vertically into strata, producing a constant supply of water at the surface without pumping. BORE = A deep vertical hole of a small diameter made to obtain water; or to ascertain the nature of the underlying strata.
BRKY	Breakaway	Steep cliffs connecting the old and new plateaux formed by the collapse of the

		edges of a tabletop, mesa or similar.
BRKW	Breakwater	<p>BREAKWATER - A natural or artificial structure along a coast capable of checking the force of the waves, thereby reducing beach erosion or sheltering vessels from rough seas or;</p> <p>a barrier built to protect a coastal beach from the force of the waves, or to provide additional protection for vessels in a harbour.</p> <p>GROYNE = A low artificial wall-like structure constructed of timber, stone, concrete or steel, usually extending roughly perpendicular to the shoreline and designed to protect the shore from erosion or to trap sand or;</p> <p>a low wall or other barrier built out from a beach to prevent erosion or drifting of sand.</p> <p>MOLE = A massive structure of masonry or large rocks, built to protect a coastal beach from the force of the waves, or to provide additional protection for vessels in a harbour.</p> <p>TRAINING WALL = A barrier built to protect a coastal beach from the force of the waves, or to provide additional protection for vessels in a harbour.</p>
BRDG	Bridge	<p>BRIDGE = A structure that spans and provides a passage over a road, railway, river or some other obstacle or;</p> <p>a natural bridge, a bridge or arch of natural rock.</p> <p>CULVERT = A waterway, usually in the form of an arch or barrel of masonry, brickwork or concrete, beneath a road or channel</p> <p>or; a tunnel-drain for water crossing underneath a road, canal or similar feature.</p> <p>CUTTING = An open excavation through high ground to enable road, rail or canal to pass with minimal gradient.</p> <p>FERRY = A vessel for transporting passengers and or vehicles across a body of water.</p> <p>RAILWAY CUTTING = An excavation in a piece of high land for a railway.</p>
CP	Camp	<p>CAMP = A group of tents or other temporary shelters in one place or;</p> <p>a place where tourists and holidaymakers can stay, in tents, cabins or vans.</p> <p>CAMPSITE = An area where a camp has been established or where it would be suitable to establish one; and area, often provided with amenities, where it is permitted to set up a camp.</p> <p>CAMPING GROUND = An area where a camp has been established or where it would be suitable to establish one; and area, often provided with amenities, where it is permitted to set up a camp.</p> <p>PICNIC AREA = A recreation site providing such facilities for outdoor meals as tables, benches, fireplaces, and sanitation for daytime use only.</p>
CNAL	Canal	<p>AQUEDUCT = A conduit or artificial channel for conducting water from place to place.</p> <p>CANAL = A large artificial channel used by vessels as a route over land or;</p> <p>a large artificial watercourse used for irrigation purposes.</p> <p>WATERWAY = A river, channel or other water feature which can be used for communication or transport.</p>
CAPE	Cape	<p>CAPE = A piece of land projecting into a body of water or;</p> <p>an elevated protrusion of land into the sea.</p> <p>NESS = A promontory or headland or an elevated protrusion of land into the sea.</p>
CWAY	Causeway	<p>CAUSEWAY = A raised way across a low or wet ground or water or;</p> <p>a raised roadway of solid structure built across low or wet ground or across a stretch of water.</p>
CAVE	Cave	<p>CAVE = A hollowed-out chamber in the earth, or in the side of a cliff or hill; especially a larger natural cavity in the earth with an opening to the surface or;</p> <p>a hollowed-out natural cavity in the earth with an opening to the surface.</p> <p>CAVERN = A term generally regarded as synonymous with CAVE, though sometimes implying one of the large dimensions or;</p> <p>a very large natural hollow cavity in the earth with an opening to the surface.</p>

		<p>GROTTO = A large cave produced in a limestone region; the term is sometimes loosely applied to other types of cave or;</p> <p>a small picturesque cave.</p>
CEM	Cemetery	<p>CEMETERY = A place (usually an enclosed area of land) in which dead bodies are buried. The term cemetery implies that the land is specifically designated as a burying ground or;</p> <p>a large burial ground.</p> <p>GRAVEYARD = A small burial ground, especially one in a churchyard.</p>
CHAN	Channel	<p>CHANNEL = A deeper or sufficiently deep waterway, natural or dredged, through a river, harbour, passage, strait or;</p> <p>a navigable route through shoals, which affords the best and safest passage for vessels or boats or;</p> <p>a comparatively deep and narrow marine route affording a passage for vessels through shallower waters.</p> <p>CUTTING (Waterway) = A navigable route through shoals, which affords a safe passage for vessels or boats.</p> <p>GUT = A narrow passage such as a strait or inlet in a bank or shoal, sometimes forming a channel through it.</p> <p>GUTTER = A narrow passage such as a strait or inlet in a bank or shoal, sometimes forming a channel through it.</p> <p>LEAD = A narrow channel, especially through drift ice, or in rock or coral studded waters.</p> <p>PASSAGE = A narrow navigable channel, especially one through reefs or islands or;</p> <p>a comparatively deep and narrow route affording a passage for a vessel between two landmasses.</p> <p>RACE = A man made watercourse where the water velocity is significantly higher than in an earthen channel.</p>
CLAY	Claypan	<p>CLAY FLAT = A wide area of hardened impervious clay which retains water but resists the growth of vegetation.</p> <p>CLAYHOLE = A depression in the ground of hardened impervious clay which retains water.</p> <p>CLAYPAN = A shallow depression, generally circular in outline, varying in diameter from a few to several hundred metres. Floored with clay, bare of vegetation and holding water for a time after rain or;</p> <p>a depression in the ground of hardened impervious clay which retains water.</p>
CLIF	Cliff	<p>CLIFF = A perpendicular or steep face of rock of considerable height either inland or along the coast.</p> <p>BLUFF = A headland or cliff with a bold and almost perpendicular face or;</p> <p>a high steep bank or cliff, especially one with a broad face.</p> <p>BUTTRESS = A rugged, protruding rocky ridge or face on a mountainside or;</p> <p>a very steep spur projecting from a hill, mountain, plateau, range etc., having the appearance of supporting it.</p> <p>ESCARPMENT = The steep slope terminating into a plateau or any level or upland surface or;</p> <p>a continuous line of cliffs or steep slopes, formed by faulting or erosion.</p> <p>PRECIPICE = A vertical or steep face of rock, cliff, mountain, etc. (usually at least one hundred metres high) or;</p> <p>a cliff with a vertical, or nearly vertical, or overhanging face.</p> <p>ROCK FACE = A perpendicular or steep face of rock or;</p> <p>an area of exposed rock, generally in a vertical position on an elevated relief feature.</p> <p>SCARP = The steep slope terminating into a plateau or any level or upland surface.</p> <p>STEEPS = A steep place (as on a hill) or the very steep and deep sides of a mountain or high plateau.</p> <p>WALL = A perpendicular or steep face of rock considerable in height, either</p>

		inland or along the coast.
COST	Coast, Shore, Shoreline	<p>COAST = The part of the land adjoining or near the ocean or, applied to that part of an island or continent that borders and ocean or its saltwater tributaries</p> <p>COASTLINE = A line on a map indicating the disposition of a coast but the term is often used to refer to the coast itself.</p> <p>SHORE - The narrow strip of land in immediate contact with any body of water, including the area between high and low water lines.</p> <p>SHORELINE = Where the shore and water meet. Shoreline and coastline are generally used as synonymous or, the edge of a body of water.</p>
COVE	Cove	<p>ARM = An arm of the sea or a lake extending into the land or, a comparatively long, narrow and natural body of water extending from a sea or harbour into the neighbouring landscape or, a comparatively long, narrow and natural body of water extending from a lake into the neighbouring landscape.</p> <p>COVE = A sheltered recess in a coast; a small bay, a creek or inlet where boats may shelter or, an indentation made by the sea in the coastline, smaller than a bay, but with sufficient curvature to provide shelter or, an indentation made by the waters of a lake in its shoreline, smaller than a bay, but with sufficient curvature to provide shelter.</p>
CRTR	Crater	<p>The funnel-shaped hollow at the top of the cone of a volcano or, a cup-shaped depression in a hill or mountain, produced by volcanic eruption or, the hollow caused by the fall of a meteorite on to the earth's surface or, a bowl-shaped depression formed by the impact of a meteorite.</p>
DAM	Dam	<p>BARRAGE = A large structure across a river or estuary to constrain the limit of tidal influence, and thus the ingress of sea water or, a structure built to store water, generally for irrigation.</p> <p>CATCHMENT = A drainage basin or watershed, the region of land whose water drains past a specific point along a river or into a specified body of water. The determination of the catmint area is important in the field of water supply and hydrology or the geographical area draining into a river or reservoir or, a large depression from which the rainwater that falls on it, apart from that removed by evaporation, is drained into a river or stream, which then carries the water into the sea or a lake; its boundary is defined by the ridge (or watershed) beyond which water flows in the opposite direction.</p> <p>DAM = A large manmade structure of earth, masonry, etc. built across a stream to impound water for any purposes or, a wall or barrier constructed of earth, masonry etc., to impound water or, an earthen structure in generally undrained areas, built to contain water for stock purposes.</p> <p>LEVEE = A broad low rise of alluvium which is formed in time of flood on the side of a river or stream or, an embankment built to confine a river within its bed or, an embankment built to confine a stream to its bed.</p> <p>WEIR = A dam across a stream over which the water is allowed to flow, although it raises the water-level. It is also used to measure the flow and control the depth of the water impounded or, a barrier erected across a stream to impound and raise the water level for the purpose of maintaining it at the level required for irrigation or navigation purposes.</p>
DEPR	Depression	<p>ARTESIAN BASIN = A basin-shaped, permeable layer of rock such as chalk, this is sandwiched between two.</p> <p>BASIN = A depression or hollow in the earth's surface, wholly or partly surrounded by higher land, particularly one which is drained by a river and its tributaries or, the tract of country drained by a river and its tributaries, or which drains into a</p>

		<p>particular lake or sea.</p> <p>DEPRESSION = A hollow or relatively sunken are, on land or in the sea.</p> <p>DOLINE = A small to medium sized closed depression, a few metres to a few hundred metres in diameter and depth. Formed by slow, concentrated solutional removal of rock in an area, from the surface downwards, or by the collapse of overlying rock into a cave or chamber beneath.</p> <p>DONGA = A shallow circular depression in the surface of a limestone plain.</p> <p>WATERSHED = The elevated boundary line separating the headstreams which are tributary to different river systems or basins.</p>
DSRT	Desert	An almost barren tract of land in which the precipitation is barely sufficient or adequate that it will only support limited vegetation and is subject to extreme temperatures.
DOCK	Dock	<p>ANCHORAGE = An area in port set aside for vessels to anchor.</p> <p>BASIN = An artificial basin which ships are built or repaired, also termed dry dock or;</p> <p>an artificial basin in which ships are maneuvered prior to being received for loading and unloading or;</p> <p>an artificial hollow place containing water, in which ships are docked.</p> <p>DOCK = An artificially enclosed body of water in which ships may be built, loaded or repaired.</p> <p>DRY DOCK = An artificial basin fitted with a gate, into which vessels can be floated and water pumped out to facilitate repairs on the vessel.</p> <p>WET DOCK = A dock in which the water can be maintained at the set level by opening or closing a gate.</p>
DRN	Drain	<p>BORE DRAIN = A man made drain to remove excess water from a free flowing bore or;</p> <p>a drain carrying water from an artesian bore to wherever it may be needed for sheep, cattle, irrigation, etc.</p> <p>CHANNEL = An artificial watercourse used for drainage or irrigation purposes.</p> <p>DRAIN = An artificially constructed watercourse designed for the purpose of removing surplus water from the land surface or;</p> <p>a channel constructed so that water is drained or gradually carried away.</p>
DUNE	Dune	<p>DUNE[S] = A mound, ridge or hill of drifted sand either in a desert, or along a sea coast. Formed by the action of wind or;</p> <p>a mound, ridge or hill of drifted sand, formed by the action of the wind.</p> <p>SANDRIDGE = A ridge of sand deposits or a mound, ridge or hill of drifted sand, formed by the action of the wind.</p>
ENTR	Entrance	<p>The seaward end of a channel, harbour, dock, etc. or;</p> <p>a passageway into enclosed waters or;</p> <p>an opening or passage into a harbour or lake.</p>
ESTY	Estuary	<p>ESTUARY = The mouth of a river where tidal effects are evident and where salt and fresh water occurs or;</p> <p>the widening out of the lower portion of a tidal river.</p> <p>RIVER MOUTH = The exit or point of discharge of a river into the sea, a lake, or another river or;</p> <p>the area at which a river makes contact with the sea.</p>
FARM	Farm	<p>FARM = A tract of land devoted for agricultural or horticultural purposes.</p> <p>FARM (Specialised) = An agricultural research station.</p> <p>RESEARCH ESTABLISHMENT = Land and associated facilities, devoted for agricultural or horticultural research purposes OR an agricultural research station.</p> <p>SPECIAL PURPOSE FARM = A tract of land, designated for special agricultural or horticultural purposes.</p> <p>SEWERAGE FARM = A farm equipped with apparatus for the disposal of sewerage and its utilisation as manure.</p> <p>TREE FARM = A farm for the propagation of trees.</p>

FENC	Fence	<p>A manmade barrier of relatively light structure used as an enclosure or boundary or;</p> <p>a freestanding structure designed to restrict or prevent movement across a boundary. It is generally distinguished from a wall by the lightness of its construction: a wall is usually restricted to such barriers made from solid brick or concrete, blocking vision as well as passage (though the definitions overlap somewhat) or;</p> <p>a structure that serves to enclose an area usually a garden or a field.</p>
FORD	Ford	<p>CROSSING = The shallower part of a river or other body of water where it is crossed or;</p> <p>a shallow part of a stream, approached by a roadway, where it may be crossed.</p> <p>FORD = The shallow part of a river or other body of water which may be crossed by wading or by vehicle or;</p> <p>a shallow part of a stream, approached by a roadway, where it may be crossed.</p> <p>RIVER CROSSING = A shallow part of a river, approached by a roadway, where it may be crossed.</p>
FRST	Forest	<p>BRUSH = A dense growth of bushes.</p> <p>BRUSHWOOD = The small growing trees or shrubs of a wood; a thicket of small trees or underwood.</p> <p>BUSH = A large wilderness area or;</p> <p>a tract of country, not large in extent, which is uncultivated and which bears a dense growth of low-growing bushes or shrubs.</p> <p>COPSE = A small wood or group of trees.</p> <p>FOREST = A bounded area of land covered mainly with trees; an area of land proclaimed to be a forest reserve under a Forest Act or Ordinance or;</p> <p>uncultivated tree-covered land of considerable extent.</p> <p>GLADE = An open space or passage in a wood or forest, either natural or produced by the felling of trees.</p> <p>GROVE = A small shady wood; a cluster of trees set about a small open space or a small wood or group of trees.</p> <p>HEDGE = A fence formed by a row of closely planted shrubs or bushes.</p> <p>RAINFOREST = Tropical rain forest, a dense mixed forest characterised by a thick canopy of branches and leaves, generally in excess of 25m above ground level, and in a virgin state providing more than 85% ground cover, annual rainfall exceeds 1000mm and dense undergrowth are usually present or;</p> <p>dense evergreen forest found in tropical and temperate areas with heavy and constant rainfall.</p> <p>SCRUB = A tract of bushland, undergrowth, or stunted trees or;</p> <p>a tract of country, not large in extent, which is uncultivated and which bears a dense growth of low-growing bushes or shrubs.</p> <p>THICKET = A small wood or group of closely set trees, especially one with dense undergrowth or;</p> <p>a tract of country, not large in extent, which is uncultivated and which bears a dense growth of low-growing bushes or shrubs.</p> <p>WOOD[S] = A large and thick collection of growing trees, usually less extensive than a forest or;</p> <p>a tract of country, not large in extent, which is uncultivated and covered with trees.</p>
GAP	Gap	<p>A low point or opening between hills or mountains or in a ridge or mountain range or;</p> <p>a deep sloping ravine or cleft cutting a mountain ridge.</p>
GRDN	Garden	<p>GARDEN = A tract of land devoted to the growing of flowers, fruit, or vegetables or;</p> <p>an area of land used for the cultivation of ornamental plants, herbs, fruit, vegetables etc.</p> <p>NURSERY = A plot of ground in which young plants are reared for transplantation, especially trees, etc. for sale.</p>

		VINEYARD = A plantation of grapevines. For producing grapes for wine-making, etc. or; agricultural holdings where grapes are grown on the vine.
GPL	Gas Pipeline	A tube of wood, metal, concrete, etc., especially for the conveyance of water, natural gas, petroleum, etc. or; a long pipe used to transport natural gas.
GOLF	Golf Course	'GOLF CLUB = A club with grounds for members to play golf on, often combined with various social amenities. GOLF COURSE = An area of ground laid out for the playing of golf. GOLF DRIVING RANGE = An area (usually fenced) for the practice of driving (hitting) golf balls.'
GORG	Gorge,Ravine,Chasm	CANYON = A deep valley, relatively narrow but of considerable size, bounded by steep slopes, and formed by a river or; a deep valley with steep sides, often with a stream flowing through it. Usually called a gorge in Australia. CHASM = A particularly narrow portion of a canyon, gorge or ravine where the width is notably exceeded by the depth and the sides are vertical or nearly so. CIRQUE = A deep rounded hollow or amphitheatre on a mountain side formed by glacial action. GLEN = A narrow wooded valley with generally steep sides, usually having a river or stream at the bottom (term not in general use in Australia) or; a narrow wooded valley with steep sides, often with a stream feature flowing through it. GORGE = A valley which is more than usually deep and narrow, with steep walls. This term is preferred to canyon and glen in Australia or; a deep valley, relatively narrow but of considerable size, bounded by steep slopes, and formed by a river.
GULF	Gulf	Part of the sea, extending into the land, usually larger than a bay or; an area of sea partly enclosed by land, taking the form of a long narrow stretch of water larger than a loop.
GLLY	Gully	A small valley or gorge eroded by running water, but through which water commonly runs only after rain.
HBR	Harbour	HARBOUR = A natural or artificially improved body of water providing protection for vessels, and generally anchorage and docking facilities or; a large, naturally enclosed and sheltered area of water where vessels can anchor or berth. HAVEN = A small enclosed and protected harbour or a small, naturally enclosed and sheltered area of water where vessels can anchor or berth. MARINA = A protected area provided with berthing and shore facilities (including toilets, water and rubbish disposal) particularly for yachts and other pleasure craft or; a docking facility for yachts and other pleasure boats.
HLPT	Helipad, Heliport	HELIPAD = A place for helicopter to land and take off, or a landing place for helicopters. HELIPORT = A place for helicopter to land and take off. An airport specifically designed for helicopters
HILL	Hill	BUTTE = A flat topped hill, similar to, but small than a mesa or an isolated hill with steep sides and a small flat top, formed by weathering or a small residual of a mesa, the level top being the upper surface of the hard stratum but little lowered by erosion; the slopes on all sides are escarpments and its maximum horizontal dimension in any one direction is about 400 metres. CONE = A hill shaped such that it has a circular base and tapers to a point at the top. HILL = A small portion of the earth's surface elevated above its surroundings. In general, an eminence is not considered a mountain unless its elevation from foot to summit is over 300m, but this distinction is arbitrary or a conspicuous natural elevation of the earth's surface, rising to a peak less than 300m above its surrounding terrain. HILLOCK = A small hill or mound.

		<p>KATTA = An Aboriginal term for a hill in South Western Australia.</p> <p>KNOB = A prominent rounded or hill.</p> <p>KNOLL = A small hill or eminence of more or less rounded form, and its altitude should not exceed 30m above the surrounding country or a rounded hill, smaller than a knob, rising to less than 30m above the surrounding terrain.</p> <p>KOPJE = An isolated hill, often formed by the denudation of the land around it; a South African term for a small isolated hill, presenting as a residual rock mass after desert denudation.</p> <p>MESA = A flat table-like upland, which falls away steeply on all sides as escarpments; it is larger in area than a butte but smaller than a plateau.</p> <p>PYRAMID = A high mountain peak formed by three or more adjacent steep-sided glacial basins.</p> <p>SANDHILL = A hill of sand deposits with a minimum height of less than one meter and a maximum height of about 50 meters. Found in hot deserts and along sandy coastlines or a mound, ridge or hill of drifted sand, formed by the action of the wind.</p> <p>SUGARLOAF = A hill or mountain, conical or cone shape, thus resembling a sugarloaf, i.e. a solid cone of refined sugar, the form in which it was previously distributed or a hill shaped such that it has a circular base and tapers to a point at the top.</p> <p>TOWER = Anything tall and thin approximating the shape of a column or tower or a prominent hill which is perceived as approximately cylindrical in its elevation.</p>
HLS	Hills	<p>DIVIDE = A ridge of land between two drainage basins or; the topographic ridge that separates drainage basins or; a line of hills or mountains which acts as a watershed.</p> <p>HILLS = A range of hill on the earth's surface elevated above its surroundings or; a range of naturally elevated landforms, with a general elevation of less than 300m above their surrounds.</p> <p>SANDHILLS = A ridge of sand deposits with a minimum height of less than one meter and a maximum height of about 50 meters. Found in hot deserts and along sandy coastlines or; a mound, ridge or hill of drifted sand, formed by the action of the wind.</p>
SLP	Hillside (Slope)	<p>GRADIENT = Commonly used to describe the measure of a slope (also called steepness, fall or incline) of a straight line or a significant inclination of the surface of the ground on the side or end of an elevated relief feature.</p> <p>HILLSIDE = The slope or declivity of a hill. An inclination, slope or gradual descent of the surface of the ground; an inclination downwards or the side or slope of a hill.</p> <p>JUMPUP = A point on a cliff face where a road or track rises abruptly from one level to another or; a sudden steep rise or escarpment, especially presenting as an elevated, step-like obstacle on an ascending road or track.</p> <p>SCREE = Scree or detritic cone is a term given to broken rock that appears at the bottom of crags, mountain cliffs or valley shoulders. The maximum inclination of such deposits corresponds to the friction angle of the mean debris size or; a sloping mass of loose rocks at the base of a cliff or; a slope or base of a cliff consisting of broken rock fragments.</p> <p>SLOPE = A gradient on the side or end of an elevated relief feature or; a significant inclination of the surface of the ground on the side or end of an elevated relief feature.</p> <p>TERRACE2 = A nearby level strip of land extending along the edge of a sea, river or lake, or on the sides of a hill or valley. It is bounded above and below by rather abrupt slopes or; a series of level narrow strips of land, or one such strip, lying between a slope upwards to hills on one side and a slope, often abrupt, downwards on the other.</p>
HMSD	Homestead	<p>HOMESTEAD = A main residence on a horticultural or agricultural farm or a house with outbuildings, on a farm or station.</p>

		<p>OUTCAMP = An area of land on which a small community of Aboriginal people lives away from larger settlements.</p> <p>OUTSTATION = An area of land on which a small community of Aboriginal people lives away from larger settlements.</p> <p>RUN = A term for a property on which livestock are husbanded.</p>
INLT	Inlet	<p>A basin at the lower reaches of a river, connected to the sea by a narrow opening and subject to tidal movements or;</p> <p>a narrow opening by which the water penetrates into the land or;</p> <p>a narrow stretch of water reaching inland from a sea or;</p> <p>a narrow stretch of water reaching inland from a lake or other body of water.</p> <p>LOOP = A long narrow stretch of water protruding into the land, often rounded or loop shaped at its extremity or;</p> <p>an incursion into the coastline, smaller than a gulf, and taking the form of a long narrow stretch of water, rounded or loop-shaped at its extremity.</p>
INTL	Intermittent Lake	<p>INTERMITTENT LAKE = A water body which shrinks and may become dry for long periods until replenished by rainfall.</p> <p>SALT PAN = A small non-vegetated hollow, formerly containing water, in which a deposit of salt is left behind owing to evaporation of the water.</p>
IS	Island	<p>ATOLL = A coral island consisting of a ring or horseshoe shaped reef, nearly or entirely surrounding a central lagoon.</p> <p>CAY = A low flat island of sand, mud, coral, etc., awash or drying at low tide or;</p> <p>a small sand or coral-fragment island with scant vegetation, formed by transient wind and sea action.</p> <p>CLUMPS = Mangrove islands. A cluster of small islands or a group of small islands, clustered closely together.</p> <p>CORAL ISLAND = An island principally or entirely formed of coral.</p> <p>EYOT = A small island in a river.</p> <p>ISLAND = A piece of land surrounded by water, in an ocean, sea, lake or river or;</p> <p>an area of land completely surrounded by the sea, and not large enough to be called a continent or;</p> <p>an area of land completely surrounded by the waters of a lake or other inland body of water.</p> <p>ISLE = A small island or an area of land completely surrounded by the sea, and not large enough to be called a continent or;</p> <p>an area of land completely surrounded by the waters of a lake or other inland body of water.</p> <p>ISLET = A small island, diminutive of isle or;</p> <p>an area of land surrounded by the sea, smaller than an island but larger than a cay or;</p> <p>a small island in a lake or other inland body of water.</p>
ISGP	Island Group	<p>A group or cluster of islands or;</p> <p>a group or chain of islands in the sea.</p>
ISTH	Isthmus	<p>ISTHMUS = A narrow strip of land bordered on both sides by water that connects two larger bodies of land.</p> <p>NECK = A narrow piece of land with water on each side or;</p> <p>a narrow strip of land bordered on both sides by water that connects two larger bodies of land.</p>
LAGN	Lagoon	<p>LAGOON = A relatively small enclosed area of water separated from the open sea by some more or less effective, but not complete, obstacle such as low sandbanks.</p> <p>An enclosed area of salt or brackish water separated from the open sea by some more or less effective, but not complete, obstacle such as low sand bank. The name most commonly used for the area of water enclosed by a barrier reef or atoll OR a small fresh or saltwater lake.</p> <p>LAKE = A relatively large enclosed area of water separated from the open sea by some more or less effective, but not complete, obstacle such as low</p>

		sandbanks.
LAKE	Lake	<p>LAKE = A body of fresh or salt water, natural or artificial, enclosed or nearly enclosed by land. It may or may not have in and out-flowing water or, an area of fresh water surrounded by land.</p> <p>LOCH = A lake or arm of the sea or, an area of fresh water surrounded by land.</p> <p>LOUGH = An Irish term for lake or arm of the sea or, an area of fresh water surrounded by land.</p> <p>MOUNTAIN LAKE[S] = A lake formed in the crater of an extinct volcano.</p> <p>TARN = A small mountain lake.</p>
LNDG	Landing (Hydro)	<p>LANDING = A place where boats receive or discharge passengers, freight, etc.</p> <p>LANDING PLACE = A place where boats receive or discharge passengers, freight, etc.</p>
LDGE	Ledge	A projecting ridge on a mountain or submerged under water or a narrow shelf-LIKE projection on a cliff, the side of a hill or a mountain.
LH	Lighthouse	<p>A distinctive structure on or off the coast, exhibiting a major light designed to serve as an aid to navigation or,</p> <p>a large coastal tower exhibiting a major light source serving as an aid to navigation.</p>
LKOT	Lookout	<p>A man made structure which is used as an observation or viewing point or,</p> <p>a level area on a hill or mountain which affords a view of the surrounding terrain or,</p> <p>a place on a high vantage point, especially a mountain, from which one can admire the view.</p>
MET	Meteorological Stn.	A facility with instruments and equipment to make weather observations by monitoring atmospheric conditions to study the weather.
MINE	Mine	<p>ADIT = A type of entrance to an underground mining operation in which the entrance shaft is horizontal or nearly horizontal. They are usually built into the side of a hill or mountain. The use of adits is generally called drift mining or a horizontal tunnel into a mine or other underground workings which is used for entry, drainage, transport etc.</p> <p>CLAY PIT = An open mine for the extraction of clay which is generally used for manufacturing pottery or bricks or,</p> <p>a small but relatively deep depression in the ground of hardened impervious clay which retains water.</p> <p>COALFIELD[S] = An area where coal is or was removed from the earth or an area with subterranean supplies of coal, where coal mines are established.</p> <p>GASFIELD = An area in which natural gas occurs in quantities worthy of exploration or an area where natural gas occurs and is extracted.</p> <p>GOLDFIELD[S] = An area where gold is or was removed from the earth or,</p> <p>a region in which gold deposits have been found and where mines have been established.</p> <p>MINE = An excavation in the earth from which ores and minerals are extracted or,</p> <p>a place or area from which ores, precious stones or minerals are or were extracted from the earth or any place in, on or under which mining operations are carried on for the purpose of removing commercial minerals.</p> <p>OILFIELD = An area of land or sea where oil is found and extracted or a region rich in petroleum deposits, especially one with producing oil wells.</p> <p>OPALFIELD = An area where opals are mined.</p> <p>PIT = A hole made by digging for minerals or other industrial purposes.</p> <p>QUARRY = A place where stone or rock is extracted or,</p> <p>an open surface excavation or pit for the extraction of building stone, slate, marble etc.</p> <p>SAND PIT = An excavation in the ground for the extraction of sand for industrial purposes or,</p>

		<p>a large pit in sandy ground from which sand is dug.</p> <p>SHAFT = A vertical hole serving as access to a mine or other underground workings which is used for entry, transport, etc. or a vertical hole serving as access to a mine or other underground workings.</p> <p>SLATE QUARRY = An open surface excavation or pit for the extraction of slate.</p>
MC	Mining Centre	A facility built to support a mine or other area from which ores, precious stones or minerals are or were extracted from the earth.
MSSN	Mission	<p>A body of persons sent into a region for the betterment of the inhabitants or;</p> <p>a remote locality situated where a missionary practice is, or was founded or;</p> <p>an establishment administered by a religious community for the spiritual and social welfare of others.</p>
MONU	Monument	<p>CAIRN = A pyramidal heap of stones to mark a summit, track boundary, historical event, or a memorial to a person.</p> <p>COLUMN = A pillar or solid body of wood or stone of considerably greater length than thickness. Used as a solitary monument. or;</p> <p>an upright structure shaped like a long cylinder, constructed as a memorial.</p> <p>CROSS = A monument in the shape of a cross.</p> <p>MARKER = A small structure marking the site of a historical event.</p> <p>MONUMENT = Anything by which the memory of persons or things are preserved; anything that serves as a memorial to a person, event or of past times or;</p> <p>an obelisk, statue or building erected to commemorate a person or event.</p> <p>OBELISK = A stone pillar having a rectangular cross section tapering towards a pyramidal top or;</p> <p>a tall, thin, four-sided, tapering monument which ends in a pyramidal top or;</p> <p>a tall tapering four-sided shaft of stone, erected to commemorate a person or an event.</p> <p>SHRINE = A place of worship hallowed by association with some sacred thing, person, an object or place, with or without buildings, memorialising a person, deity or event or;</p> <p>a place or site venerated for its association with a famous person or event.</p>
MT	Mountain (300m+)	A natural elevation of the earth's surface rising more or less abruptly from the surrounding level, and attaining an altitude which, relative to adjacent elevations, is impressive or notable. In general, the height of a mountain is 300m or more from foot to summit, but this distinction is arbitrary or a natural elevation of the earth's surface rising more or less abruptly at least 300m from the surrounding level.
OPN	Ocean Place Name	A place situated on or within the ocean.
OIL	Oil Well	A well that yields or has yielded oil or any perforation through the Earth's surface designed to find and release both petroleum oil and gas hydrocarbons.
OS	Outstation	<p>OUTCAMP = A camp in a remote or sparsely populated location</p> <p>OUTSTATION = A station in a remote or sparsely populated location.</p>
PARK	Park	<p>CARAVAN PARK = A bounded area in which caravans are, or can be, parked, or where caravan type accommodation can be obtained. Domestic facilities may be provided.</p> <p>OVAL = A flat area, oval shaped, on which sporting activities can take place OR a level area of ground usually enclosed in a circular or ellipsoid shape and designated for sporting activities.</p> <p>PARK = An area of land, usually within a town, often with recreational and other facilities, which is set aside for public use OR an area of land, either in its natural state or improved, set aside for recreational use by the public.</p> <p>PICNIC AREA = A tract of land reserved for day picnic purposes, with constructed fire-places and other facilities OR a tract of ground maintained with amenities suitable for people to bring food for outdoor eating.</p> <p>SPORTS FIELD = A reserve used for sporting fixtures.</p> <p>SPORTSGROUND = A reserve used for sporting fixtures.</p>
PASS	Pass	COL = A depression in a range of mountains or hills, usually providing a pass

		<p>through the range or;</p> <p>a low point on a ridge between two higher-standing parts of a mountain range.</p> <p>OPENING = A narrow route across a relatively low notch or depression in a mountain barrier.</p> <p>PASS = A break or gap in a mountain range permitting easier passage from one side to the other, also called a col.</p> <p>PASSAGE = A narrow route across a relatively low notch or depression in a mountain barrier.</p> <p>SADDLE = A depressed part of a ridge between two summits or;</p> <p>a low point on a ridge between two higher-standing parts of a mountain range.</p>
PSTL	Pastoral Lease	A particular type of leasehold that allows Crown Land to be used for grazing of stock.
PEAK	Peak	<p>HILLTOP = The top or summit of a hill.</p> <p>MOUNTAIN PEAK = The top or obvious summit of a mountain.</p> <p>PEAK = The top or obvious culmination of a mountain or;</p> <p>The separately named summit on a hill or mountain range or;</p> <p>a prominent point in a plateau or a range of hills or;</p> <p>a mountain with a pointed summit.</p> <p>POINT = A bluff or natural overlook or;</p> <p>the top or obvious summit of a mountain.</p> <p>SUMMIT = A point higher than all the ground immediately surrounding it or;</p> <p>the top or obvious culmination of a mountain.</p>
PEN	Peninsula	<p>PENINSULA = A piece of land almost surrounded by water, especially one connected with the mainland by only a narrow neck or isthmus or;</p> <p>a land feature which projects into the sea, and which is connected to the mainland by a narrow isthmus.</p> <p>PRONG = A pointed elongated arm of land protruding into the sea.</p>
PIER	Pier, Wharf, Jetty	<p>JETTY = A structure of stone, or timber projecting into water and serving as a pier or wharf.</p> <p>PIER = A long narrow structure extending into the water to afford a berthing place for vessels; to serve as a pleasure promenade or;</p> <p>a structure built out in to the water to serve as a landing place for ships.</p> <p>QUAY = A wharf approximately parallel to the shoreline and accommodating ships on one side only, the other side being to the shore. It is usually of solid construction or;</p> <p>an artificial landing place, built of masonry etc., for vessels to receive or discharge passengers or freight.</p> <p>RAMP = An inclined surface connecting two levels or;</p> <p>a slope, usually paved, set aside for the launching of small water craft.</p>
PLNA	Place Name	<p>JUNCTION = A place where rivers, roads or railways meet.</p> <p>NEIGHBOURHOOD = A surrounding or nearby region. A small local district in an urban or suburban area.</p> <p>PLACE NAME = A place at which there is or was relatively minor human occupation or activity.</p> <p>POCKET = A small isolated group of people or a small local district in an urban or suburban area.</p> <p>ROAD BEND = A curved segment of a road or an unbounded locality centred on a bend in a road.</p> <p>ROAD CORNER = Intersection of two roads or an unbounded locality centred on a place where two roads meet.</p> <p>RURAL PLACE = A rural area of significance or a place, site or precinct in a rural landscape, generally of small extent, the name of which is in current use.</p> <p>URBAN PLACE = An urban area of significance or a place, site or precinct in an urban landscape, the name of which is in current use, but the limits of which have not been defined under the address locality program.</p>

PLN	Plain	<p>BOTTOM = Low-lying alluvial land adjacent to a river.</p> <p>CLEARING = A piece of land cleared for cultivation, especially the primeval forest or;</p> <p>an area of ground within a forest area, where a degree of cultivation has resulted in less than 15% of the ground being covered by trees or scrub.</p> <p>DOWNS = Open rolling grassland, usually in the high country with fairly smooth slopes.</p> <p>FLAT[S] = A relatively level piece of ground, smaller in extent than a plain, within an area of greater relief.</p> <p>GRASSLAND = A generally open and continuous, fairly flat area of grass. Often located between temperate forests at high latitudes and deserts at subtropical latitudes or;</p> <p>land where grass or grass-like vegetation grows and is the dominant form of plant life or;</p> <p>an area in which the natural vegetation consists primarily of perennial grasses.</p> <p>PLAIN = A tract of land, the general surface of which is a comparatively flat or slightly undulating, and sparsely if at all timbered or;</p> <p>RIVER FLAT = A relatively LEVEL tract OF country WITHOUT hills AND smaller THAN a plain, caused BY THE laying down OF sediment BY a river.</p> <p>TIDAL FLAT = A large area OF nearly LEVEL land, usually OF mud, covered AT high water AND attached TO THE shore.</p> <p>UNCULTIVATED LAND = Land NOT cultivated OR tilled FOR pasture.</p>
PLAN	Plantation	<p>ARBORETUM = A plot of land where different trees or shrubs are grown for study or popular interest or;</p> <p>a botanical garden facility where trees and shrubs are cultivated for exhibition.</p> <p>PLANTATION = A large quantity of trees that have been planted; a growing wood or;</p> <p>an estate where cash crops are grown on a large scale, especially in tropical areas or;</p> <p>a plot in which trees are planted and cultivated, usually for commercial purposes.</p>
PL	Plateau	<p>PLATEAU = An elevated tract of comparatively flat or level land or;</p> <p>an elevated tract of comparatively flat land with an extent of at least 2500 hectares.</p> <p>TABLELAND[S] = A plateau bounded by steep cliff-like faces which lead abruptly down to the sea or adjoining lowlands. An elevated tract of comparatively flat land with an extent of at least 2500 hectares.</p>
PT	Point	<p>BILL = A beak-like coast promontory or a small narrow beak-like projection of land into the sea.</p> <p>HEAD = A cape or promontory jutting seawards from a coastline, usually with a significant sea-cliff or;</p> <p>a comparatively high protrusion of land into the sea, with a steep face or;</p> <p>a comparatively high protrusion of land into a lake or other inland body of water, with a steep face.</p> <p>HEADLAND = A high projecting cliff face at the end of a range of hills or an escarpment. Note: an un-named head is usually described as a head-land although headland is occasionally used as a generic form or;</p> <p>a comparatively high protrusion of land into the sea, with a steep face or;</p> <p>a comparatively high protrusion of land into a lake or other inland body of water, with a steep face.</p> <p>POINT = The extreme end of a cape; or the outer end of any land protruding into the water, usually less prominent than a cape or;</p> <p>a small protrusion of land into the sea or;</p> <p>a small protrusion of land into a lake or other inland body of water.</p> <p>POINT [STREAM] = A promontory extending out into a large body of water.</p> <p>PROMONTORY = A rocky coastal headland projecting significantly into the sea or;</p>

		<p>an elevated protrusion of land into the sea or;</p> <p>an elevated protrusion of land into a lake or other inland body of water.</p>
POOL	Pool	<p>A small body of still or standing water, permanent or temporary, often in the bed of an intermittent river or stream, and sometimes spring fed, chiefly one of natural formation, or;</p> <p>a large partly enclosed arm of a sea or lake or;</p> <p>a small body of still water in a natural hollow.</p>
PORT	Port	<p>A place provided with terminal and transfer facilities for loading and discharging cargo or passengers, usually located in a harbour or;</p> <p>a major commercial and industrial area alongside navigable water with facilities for the loading and unloading of ships.</p>
RTRK	Racetrack	<p>AUTO TRACK = A circuit or course used for motor racing.</p> <p>RACECOURSE = A piece of ground on which horseraces are held for public entertainment; any place where horse races are held or;</p> <p>a place with a track which has been licensed by government for the holding of horse races.</p> <p>RACETRACK = A track on which races, especially motor races, are held, a racecourse or a circuit or course used for motor racing.</p> <p>SPEEDWAY = A racetrack for racing automobiles or motorcycles or a track, usually oval in shape, on which car and motorcycle races are held.</p> <p>VELODROME = An arena with a suitably banked track for cycle races or an arena with a banked track, usually oval in shape, constructed for cycle races.</p>
RLY	Railway	<p>LOOP = A railway branch line which leaves the main line and re-joins it after a short distance.</p> <p>RAIL LOOP = A stretch of rail track that provides a place for a train to halt temporarily while other trains pass on an adjacent main line. This configuration allows the sequence of trains along a track to change or;</p> <p>a short branch off a railway track often connected at both ends to the main track, where trains can pass on a single line stretch of railway.</p> <p>RAILROAD = A track consisting of two parallel steel (or in older networks, iron) rail tracks or;</p> <p>line that is the commercial organisation responsible for operating a system of transportation for trains that pull passengers or freight.</p> <p>RAILWAY = A track or set of tracks of iron or steel rails used for the passage of trains or;</p> <p>a permanent track composed of a line of parallel metal rails fixed to sleepers for transport of passengers and goods in trains.</p> <p>RAILWAY LINE = The road consisting of railroad track and roadbed or a permanent track composed of a line of parallel metal rails fixed to sleepers for transport of passengers and goods in trains.</p> <p>TRAMWAY = Usually a system of grooved tracks laid in urban streets. Forming routes for the conveyance of passengers in trams.</p>
RSTA	Railway Station	<p>RAILWAY SIDING or SIDING = A short branch off a railway track, often connected at both ends to the mainline track, and used for shunting or for loading, unloading and storing goods trucks or;</p> <p>a short branch off a railway track often connected at both ends to the main track, where trains can pass on a single line stretch of railway.</p> <p>RAILWAY STATION = A place where trains stop for passengers and/or freight or;</p> <p>a structure beside a railway line with facilities for receiving and discharging passengers and freight.</p> <p>STATION = A facility at which passengers may board and alight from trains and/or goods may be loaded or unloaded or;</p> <p>a structure beside a railway line with facilities for receiving and discharging passengers and freight.</p>
RNGE	Range	<p>HEIGHTS = The vertical dimension of extension, distance from the base of a landform to the top or the highest part of a range, especially the peaks of a set of hills or mountains.</p> <p>MASSIF = A block of the earth's crust bounded by faults and shifted to form peaks of a mountain range or a massif is a section of the earth's crust that is</p>

		<p>demarcated by faults or flexures.</p> <p>MOUNTAIN RANGE = A group of mountains bordered by lowlands or separated from other mountain ranges by passes or rivers.</p> <p>MOUNTAINS = A series of land masses that project well above its surroundings or a series or line of mountains with or without obvious peaks, in which the crests are relatively narrow, At least 16km in length.</p> <p>RANGE = A series or line of mountain or hill ridges with or without obvious peaks, in which the crests are relatively narrow, and are at least 16km in length.</p> <p>TOPS = The top point of a mountain or hill or the highest part of a range especially the peaks of a set of hills or mountains.</p>
RAV	Ravine	<p>A small narrow steep sided valley, larger than a gully and smaller than a canyon or;</p> <p>a deep valley, relatively narrow but of considerable size, bounded by steep slopes, and formed by a river.</p>
RCH	Reach	<p>A straight section of a river, especially a navigable river between two bends or;</p> <p>a comparatively straight part of a river or channel between two bends.</p> <p>Can also be referred to as an ARM.</p> <p>A narrow portion of the sea or a lake projecting from the mainland.</p>
REEF	Reef	<p>CORAL REEF = A reef, often of large extent, composed chiefly of coral and its derivatives.</p> <p>REEF = A ridge of rocks or coral lying near the surface of the sea, which may be visible at low tide, but is usually covered by water.</p> <p>May include man-made reefs.</p>
RESV	Reserve	<p>COMMON = A tract of land which belongs to the local community as a whole, and is open to common use, particularly for recreation.</p> <p>CONSERVATION PARK = An area set aside for the conservation of fauna and flora, usually with restricted access.</p> <p>CONSERVATION RESERVE = A tract of public land set apart for a specific purpose.</p> <p>FLORA RESERVE = Crown land set aside for the protection of flora, with access controlled by state or federal authorities.</p> <p>RESERVE = A tract of public land set apart for recreation, as a public reserve, or for a specific purpose, i.e., Nature Reserve, Game Reserve, showgrounds, etc. OR an area proclaimed to be a public park by government legislation.</p> <p>SHOWGROUND[S] = A tract of land with pavilion(s) an arena(s) for the exhibition and display of livestock and produce OR a reserve used for fairs, field days, and local shows.</p>
RES	Reservoir	<p>ARTIFICIAL LAKE = The waters impounded by usually the constructions of a reservoir or;</p> <p>a lake constructed for the containment of water.</p> <p>DAM = A body of water, impounded by a constructed wall or barrier, and stored for domestic or other uses.</p> <p>POND2 = A small body of still water; may be of natural or artificial formation or; a relatively small body of water retained by a barrier, usually for drinking or irrigation purposes.</p> <p>PONDAGE = The holding back of water for later release for power development above the dam of a hydroelectric plant to, equalize daily or weekly fluctuations of stream flow or to permit irregular hourly use of water by the wheels to care for fluctuations in the load demand or;</p> <p>in general the holding back of water for later releases or;</p> <p>the storage capacity available for the use of such water or;</p> <p>water in excess of normal levels temporarily trapped by an embankment.</p> <p>PUBLIC WATERING PLACE = An artificial waterhole for the watering of stock.</p> <p>RESERVOIR = An artificial lake for the storage, regulation and control of water for domestic or other use or;</p> <p>an artificial lake or structure storing water for domestic or other uses.</p> <p>RETARDING BASIN = An artificially maintained flood-control area into which</p>

		floodwaters are deflected by means of a dam placed across a river channel.
RDGE	Ridge	<p>FAULT = A crack in the earth's crust resulting from the displacement of one side with respect to the other of;</p> <p>a fracture in the earth's crust along which movement has taken place and where the rock strata on the two sides do not match.</p> <p>NECK = A narrow elongated projecting strip of land or;</p> <p>a long and narrow stretch of elevated ground, generally with a length of less than 16km.</p> <p>RIDGE = A long and narrow stretch of elevated ground either isolated or located in a range or a long and narrow stretch of elevated ground, generally with a length of less than 16km.</p>
FRNG	Rifle/Rocket Range	<p>BOMBING RANGE = A tract of land on which the military conducts bombing practice.</p> <p>RIFLE RANGE = A tract of land on which rifle shooting contests are held or; an area designated for target practice with rifles.</p> <p>ROCKET RANGE = An area of land designated for the launching of rockets.</p>
RH	Rockhole	<p>GNAMMA HOLE = Small holes of varying shape, diameter and depth, found in hard granite outcrops and in the decomposed granite of a breakaway, usually holding water or;</p> <p>a natural hole in a rock in which rainwater collects.</p> <p>ROCKHOLE = A hole excavated in solid rock by water action.</p> <p>SINK = A pit like hole in found in areas of karst. These features are caused by the weathering of limestone or dolomite by subsurface drainage or;</p> <p>a saucer shaped depression in the earth's surface, usually found in limestone regions. Through which water may enter the ground and pass along an underground course.</p>
OFRK	Rocks (Offshore)	<p>ROCK = An isolated rocky formation or a single large stone, usually one constitutes a danger to navigation; can be submerged or partially submerged or;</p> <p>an isolated rocky formation submerged or partly submerged in the sea, which constitutes a danger to navigation or;</p> <p>a large rocky formation surrounded by the waters of an inland body of water.</p> <p>ROCKS = A large and isolated formation of rocky outcrops submerged or partly submerged in the sea, which constitutes a danger to navigation or;</p> <p>a large formation consisting of rocky outcrops surrounded by the waters of an inland body of water.</p>
MTRK	Rocks (On Land)	<p>BOULDER[S] = A large water-worn or weather-worn stone(s) or;</p> <p>a large detached rock, rounded OR worn.</p> <p>COLUMN = A large detached rock, taller than it is wide and roughly cylindrical in shape or;</p> <p>a large rock which is part of an elevated relief feature but which is prominent for its tall and cylindrical aspect.</p> <p>CRAG = A rough, steep rock or point of rock or;</p> <p>a prominent rocky outcrop on an elevated relief feature.</p> <p>MONOLITH[S] = A single great stone, often in the form of a column or obelisk or;</p> <p>a geological or technological feature such as a mountain, consisting of a single massive stone or rock. Erosion usually exposes these formations, which are most often made OF very hard AND solid metamorphic rock or an extremely large isolated rock.</p> <p>NEEDLE = A tall perpendicular sharp-pointed rock.</p> <p>PILLAR = A large rock which is part of an elevated relief feature but which is prominent for its tall and cylindrical aspect.</p> <p>PINNACLE = An isolated, tall, perpendicular sharp-pointed rock or;</p> <p>a sharp pointed rock, rising more or less vertically or a tall perpendicular sharp-pointed rock.</p> <p>ROCK COLUMN = any tall and relatively thin landform that has an approximate</p>

		<p>shape of a column or tower or;</p> <p>a large rock which is part of an elevated relief feature but which is prominent for its tall and cylindrical aspect.</p> <p>ROCK FORMATION = An isolated group of large rocky outcrops, rising sharply from level terrain or;</p> <p>a group or formation of rocks, boulders or a prominent outcrop consisting of several rocky crags on an elevated relief feature.</p> <p>ROCK = A prominent or isolated outcrop of stone on land or a group of prominent or isolated outcrop of stones on land or;</p> <p>an isolated rocky outcrop rising sharply from level terrain or;</p> <p>a prominent rocky outcrop ON an elevated relief feature or;</p> <p>an isolated group of large rocky outcrops, rising sharply from level terrain or;</p> <p>a prominent outcrop consisting of several rocky crags on an elevated relief feature.</p> <p>SPIRE = A large rock which is part of an elevated relief feature but which is prominent for its tall tapering aspect, resembling an inverted cone or a pyramid.</p> <p>TOR = An isolated mass of rock, usually granite, which has been subject to considerable weathering, and often assumes peculiar shapes or;</p> <p>an isolated high rock, commonly one eroded by wind into unusual shapes.</p>
RUIN	Ruin	<p>The remains of a fallen building, town etc., or of anything in a state of destruction or decay or;</p> <p>a fallen and derelict building.</p>
SM	Sawmill	<p>A mill for dressing logs and lumber or;</p> <p>an establishment in which timber is sawn into planks or boards by machinery.</p>
SCHL	School	<p>COLLEGE = An institution for higher education; a large and important secondary school or;</p> <p>an establishment for learning at post-secondary level, usually for vocational or technical education.</p> <p>COMBINED PRIMARY AND SECONDARY = A facility used for full-time primary and secondary instruction of children, typically aged 6 to 17.</p> <p>HIGH SCHOOL = A facility used for the full time tuition of children usually aged from 12 to 17 years.</p> <p>INSTITUTE = An association organized to promote art or science or education or a building in which work of a literary, scientific or educational character is carried out.</p> <p>KINDERGARTEN = A facility used for the tuition of young children (usually under the age of 5) prior to preschool.</p> <p>PRESCHOOL = A facility used for the tuition of young children prior to school age, usually children age of five.</p> <p>SCHOOL = A place or establishment where instruction is given, especially one for children or;</p> <p>an establishment for primary or secondary education created by the Education Act.</p> <p>SECONDARY SCHOOL = A facility used for full-time secondary institution of children, typically aged 12 to 17.</p> <p>SPECIAL SCHOOL = A facility used for the education of children with special needs.</p> <p>TAFE = A facility used for providing education or instruction in technical, business or trade subjects at a post-secondary level.</p> <p>UNIVERSITY = An educational institution for both instruction and examination in the higher branches of knowledge with the power to confer diploma, undergraduate or postgraduate qualifications or;</p> <p>a tertiary educational institution with the power to award postgraduate research degrees.</p>
SEA	Sea	<p>OCEAN = The vast body of water on the surface of the globe, which surrounds the land or;</p> <p>one of the five major geographical divisions of the salt waters that cover the majority of the earth's surface.</p>

		SEA = One of the smaller divisions of the oceans, especially if partly enclosed by land or; one of the smaller divisions of the salt waters that cover the majority of the earth's surface, in particular one which forms part of one of the five oceans and which is partly enclosed by land.
SHOL	Shoal	PATCH[ES] = An alternative to a shoal when referred to a detached area constituting a danger, frequently used in the plural or; at shoal which constitutes a danger to vessels. SHALLOWS = An indefinite term applied to expanses of shoal or shallow water or an area of shallow water. SHOAL = A ridge of sand or of rocks just below the surface of the sea or; an area of shallow water.
SOAK	Soak	NATIVE WELL = A natural spring or a small pool fed from a spring or soak and sometimes improved by Aborigines; a type of waterhole or a natural receptacle for water, fed from a spring or soak, and possibly improved by Aborigines. SOAK = A damp or swampy spot around the base of granite rocks or in otherwise dry watercourses or; a hollow, often in sandy soil and around the base of granite rocks, where water collects, on or below the surface of the ground. SOAKAGE = Legal term for water that oozes, seeps or filters through the soil without a definite channel in a course that is unknown or not discoverable or; a hollow, often in sandy soil and around the base of granite rocks, where water collects, on or below the surface of the ground.
SND	Sound	A relatively long arm of the sea. Forming a channel between an island and the mainland, or connecting two larger bodies of water, as a sea and the ocean, or two parts of the same body, but usually wider and more extensive than a strait or; a relatively long arm of a sea or ocean forming a channel between an island and the mainland or connecting two larger bodies, as, a sea and the ocean, or two parts of the same body; usually wider and more extensive than a strait.
SPIT	Spit	SANDSPIT1 = A deposition land form found off coasts. They are a type of bar or beach that develops where a re-entrant occurs, such as a cove, bay, ria or river mouth and they are formed by the movement of sediment (typically sand) along a shore by a process known as longshore drift OR a small bank of low land projecting into the sea from the shore. SANDSPIT2 = A small bank of low land projecting into a lake or other inland body of water from the shore. SPIT1 = A small point of land or narrow shoal projecting into a body of water from the shore OR a small bank of low land projecting into the sea from the shore. SPIT2 = A small bank of low land projecting into a lake or other inland body of water from the shore.
SPRG	Spring	HOT SPRING[S] = A stream of hot water issuing from the ground OR a naturally heated mineral spring. MINERAL SPRING = A spring which contains a noticeable quantity of mineral matter in solution OR a spring of water which has in it a high proportion of naturally occurring mineral salts. POOL SPRING = A pool which is naturally replenished by a flow of water from a subterranean spring. SPRING = A place at which a flow of water issues naturally from the ground, either continuously or intermittently.
SPUR	Spur	SPUR2 = A minor linear projection off a range, ridge, mountain, hill, tableland or plateau being not more than 2kms in length and decreasing in altitude from the parent feature OR a minor linear projection off an elevated relief feature, less than 2km in length and decreasing in altitude from the parent feature.
STOK	Stock Route	STOCK ROUTE = A route designated for droving stock, with the intent of avoiding vehicular traffic.
STR	Strait	CHANNEL2 = A navigable stretch of water between two landmasses, wider than a strait. STRAIT = A narrow passage connecting two larger bodies of water OR a comparatively deep and narrow route affording a passage for a vessel between two landmasses.

SFSP	Surfing Spot	<p>SURF BREAK = Refers to waves of the sea as they break in shallow water or upon the shore. A permanent obstruction such as a reef, bombora, rock or sandbar which causes waves to break thus making conditions conducive to surfing.</p> <p>SURFING SPOT = A place where the sport of surfing occurs. A permanent obstruction such as a reef, bombora, rock or sandbar which causes waves to break thus making conditions conducive to surfing.</p>
SWMP	Swamp, Marsh, Morass	<p>COWAL = A small swampy hollow in red-soil country.</p> <p>MARSH = A tract of low lying land, flooded at times and generally swampy. In Australia, often the same as swamp OR a tract of land normally saturated with water, having little or no drainage and characterised by a growth of grass or reeds.</p> <p>MORASS = A bog or marsh OR a tract of land normally saturated with water, having little or no drainage and characterised by a growth of grass or reeds.</p> <p>SALTMARSH = A marsh which at times is flooded by the sea, or an inland marsh in an arid region in which the water contains a high proportion of salt OR a marsh which is sometimes flooded by the sea or which for some other reason has water with a high saline content.</p> <p>SWAMP = A tract of low-lying land which is permanently saturated with moisture, and is usually overgrown with vegetation OR a tract of land normally saturated with water, having little or no drainage and characterised by a growth of grass or reeds.</p> <p>WETLAND[S] = An area inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support vegetation typical of swamps, marshes, bogs, etc.</p>
TANK	Tank	TANK = A large receptacle or structure for holding water or other liquids, or gas OR an artificial waterhole forming a reservoir for rainwater and adjacent run-off, made by building walls of earth either excavated or conveyed to the site.
TO	Telegraph Office	TELEGRAPH OFFICE = A building which was purpose built FOR THE sending AND receiving OF telegraph transmissions.
TOWR	Tower	<p>RADIO TOWER: An antenna for the transmission of sound by radio waves to a widely dispersed audience through radio receivers. Or</p> <p>A transmission tower for radio broadcasts.</p> <p>TELEVISION TOWER: An antenna for the transmission of sound and images by radio waves to a widely dispersed audience through television receivers. For example, MAWSON TELEVISION TOWER. Or</p> <p>A transmission tower for television broadcasts.</p> <p>TOWER: A structure taller than its diameter; can stand alone or be attached to a larger building. Or</p> <p>A high metal tower which carries conductors for the transmission of media broadcasts.</p> <p>TRANSMISSION TOWER: Tall structures designed to support antennas for telecommunications and broadcasting, including television. Or</p> <p>A high metal tower which carries conductors for the transmission of media broadcasts.</p>
TRK	Track, Trail	<p>BRIDLE PATH = A path fit for the passage of horses, but not motor vehicles.</p> <p>TRACK = A way made or beaten by the feet of men or animals; a formed and/or marked walking way OR an un-surfaced way, especially through rough country, for walking, riding or driving.</p> <p>TRAIL = A track or path for passage by foot or horse from one point to another; does not include roads or highways OR an un-surfaced way, especially through rough country, for walking, riding or driving.</p>
TREE	Tree	TREE = A prominent lone or marked tree OR a large arboreal specimen, either living or preserved, identified as a cultural object, usually commemorating a historic event associated with it.
DEEP	Trough (Hydro)	<p>TRENCH = A deep ocean trench or valley with steep sides, formed by depresses, usually to several kilometres in depth.</p> <p>TROUGH = A narrow, generally more shallow than a trench, depression with in the land surface or ocean bed.</p>
TUNN	Tunnel	TUNNEL = An artificial subterranean passage through a hill, etc. or under a road or river, etc. especially for railway or road OR an enclosed subterranean excavation through high ground or under a body of water to enable road or rail

		traffic to pass the obstruction.
VAL	Valley	<p>AMPHITHEATRE = A basin-shaped hollow, particularly one having steep sides.</p> <p>DALE = A wide open valley OR a small open river valley partly enclosed by low hills.</p> <p>DELL = A small wooded valley.</p> <p>VALE = A valley, usually of a broad, level type OR a long area of lower elevation in an area of elevated relief, bounded by hills or mountains, usually with a river flowing through it, and formed by erosion or by movements in the earth's crust.</p> <p>VALLEY = A long narrow depression in the earth's surface, usually with a fairly regular downward slope or a long area of lower elevation in an area of elevated relief, bounded by hills or mountains, usually with a river flowing through it, and formed by erosion or by movements in the earth's crust.</p>
WINE	Vineyards and Wineries	Vineyards and Wineries - buildings or properties which produce wine or a business involved in the production of wine. Typically includes a plantation of grapevines, warehouse, bottling lines, laboratories and large tanks.
PATH	Walk Trail, Path	<p>PATH = A way beaten or trodden by the feet of men or beasts; a course or track or;</p> <p>a way, paved or unpaved, for walking.</p> <p>TRAIL = A tail set aside for walking.</p> <p>WALK = A path set aside for walking.</p>
WPL	Water Pipeline	<p>CONDUIT = A large diameter pipeline FOR conveying liquids.</p> <p>WATER PIPELINE = A pipeline FOR THE conveyance OF water.</p>
STRM	Watercourse	<p>A natural or artificial channel through which water flows, or</p> <p>A stream, creek, brook, rill, ribulet, runnel, streamlet, run or river, or</p> <p>A channel, bed or route along which water flows, or</p> <p>A Tidal river, tidal stream, tidewater river, tidewater stream</p>
WRFL	Waterfall	<p>CASCADE = A waterfall over a set of steep rocks, or a series of small waterfalls.</p> <p>CATARACT = A waterfall usually of considerable size in both flow and height.</p> <p>FALL[S] = A perpendicular or very steep descent of water in the course of a stream OR a sudden steep descent of water over a natural step in the bed of a stream.</p> <p>RAPID[S] = A portion of a stream where it descends rapidly, without a break in the slope of the bed sufficient to form a waterfall.</p> <p>WATERFALL = A sudden steep descent of water over a natural step in the bed of a stream.</p>
WTRH	Waterhole	<p>BILLABONG = A river branch that forms a backwater or stagnant pool OR a waterhole in a stream or in an anabranch, which dries up outside the rainy season.</p> <p>HOLE = A natural hole or hollow containing water, especially one in the dry bed of an intermittent river.</p> <p>LAGOON2 = A small body of open fresh water, smaller than a lake, possibly appearing only seasonally.</p> <p>OXBOW = A lake formed when a meandering river, having bent in an almost a complete circle, cuts across the narrow neck of the land between the two stretches, and leaves a backwater; silt is gradually deposited by the river at the entrances to this backwater, until it finally becomes a lake OR a small bow-shaped lake, as a remnant of a former meander of a river after the river has straightened its course by cutting through the neck of the meander.</p> <p>POND2 = A small body of still water in a natural hollow.</p> <p>WASHPOOL = A natural pool in a stream in which sheep are washed before shearing.</p> <p>WATER = Large pools of water in arid regions, usually permanent and not normally located in a watercourse.</p> <p>WATER FEATURE = A feature within water.</p> <p>WATERHOLE = A natural hole or hollow containing water, often in the dry bed of an intermittent river OR a spring in the desert OR a natural hole or hollow</p>

		containing water, especially one in the dry bed of an intermittent river.
WBRG	Weighbridge	A weighbridge is a large set of scales, usually mounted permanently on a concrete foundation that is used to weigh entire vehicles and their contents. By weighing the vehicle both empty and when loaded, the load carried by the vehicle can be calculated.
WELL	Well	ARTESIAN WELL = A type of well in which the water is forced to the surface by hydrostatic pressure. WELL1 = A hole drilled into the ground to extract oil or gas. WELL2 = A natural spring or small pool fed by a spring or soak and sometimes improved by Aborigines OR a hole or pit dug in the ground to obtain water, often lined with stone OR a hole or pit dug or drilled into the ground to extract water.
WHRF	Wharf	WHARF = A platform, contiguous to and more or less parallel with the shoreline, alongside of which ships may be secured for loading or unloading cargo or passengers OR a platform, such as a jetty, pier or quay, alongside of which ships may be secured for loading or unloading cargo or passengers.
WRCK	Wreck	AIRCRAFT WRECKAGE = The remnants of a crashed aircraft such as a plane or helicopter. WRECK = The ruined remains of a stranded or sunken vessel, which has been rendered useless OR the ruined remains of a sunken vessel.
YD	Yard	PADDOCK = A piece of land, especially one used for pasture or tillage OR a tract of land, fenced or otherwise marked off, used for rural production. STOCKYARD = An enclosure forming a pen for livestock etc., a stockyard OR an enclosure for the temporary keeping of livestock, such as horses, sheep or cattle. YARD = An enclosure forming a pen for livestock etc., a stockyard OR an enclosure for the temporary keeping of livestock, such as horses, sheep or cattle.

Appendix 3B:

Topographic feature naming checklist

The following checklist will help ensure naming proposals have followed the necessary processes and complied with the required policies as shown in *Sections 1* and *3* of the *Policies and Standards for Geographical Naming in Western Australia*.

<input type="checkbox"/>	Is the feature of greater than local significance (e.g. located in more than two local governments; in a tourist precinct or major city centre)? Does advice need to be sought from Landgate before proceeding with the submission?																																																
<input type="checkbox"/>	<p>Does the submission name conform to the policies in Section 1?</p> <table border="1"> <thead> <tr> <th></th> <th>Yes</th> <th>No</th> <th>N/A</th> </tr> </thead> <tbody> <tr> <td>Language</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Recognising the public interest</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Ensuring public safety</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>indicators/prefixes/suffixes avoided</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>the complete extent to the feature</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>use of commemorative names</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Name is not discriminatory</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Recognition and use of Aboriginal names</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dual naming</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Consultation with the public</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Provided evidence of objections</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>		Yes	No	N/A	Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recognising the public interest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ensuring public safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	indicators/prefixes/suffixes avoided	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	the complete extent to the feature	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	use of commemorative names	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Name is not discriminatory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recognition and use of Aboriginal names	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Dual naming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consultation with the public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Provided evidence of objections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<p>Does the submission contain:</p> <ul style="list-style-type: none">• details of the feature (including, if possible, the address and access points for emergency service response)• background of the proposed name and why it was selected• indication that the name conforms to the principles of Sections 1 and 3 of the guidelines• copies of survey material/maps/plans• details on how council has addressed any objections lodged• copies of consent from Aboriginal communities (if relevant)• details of consultation with emergency service response and public service providers (if relevant), including copies of correspondence sent and responses received• a copy of council minutes indicating endorsement of the proposal, or that council staff have delegated authority.
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Appendix 4A:

Locality naming and boundary checklist

The following checklist will help ensure naming proposals have followed the necessary processes and complied with the required policies as shown in Sections 1 and 4 of the Policies and Standards for Geographical Naming in Western Australia.

<input type="checkbox"/>	As localities are considered to be of greater than local significance has advice been sought from Landgate before proceeding with the submission?																																																
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Appendix 5A:

Local park and recreational reserve naming worksheet

The following checklist will help ensure naming proposals have followed the necessary processes and complied with the required policies as shown in Sections 1 and 5 of the Policies and standards for geographical naming in Western Australia.

<input type="checkbox"/>	Is the local park or recreation reserve of greater than local significance? Does advice need to be sought from Landgate before proceeding with the submission?																																																
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Appendix 6A:

Administrative boundary feature classes suitable for use in Western Australia

The following table is a list of feature classes suitable for use within Western Australia for administrative boundary naming.

Feature Class Abbreviation	Feature Class	Description
AA	Agricultural Area	The area taken up by arable land, permanent pasture and meadow, land used for permanent crops and kitchen gardens
ABF	Administrative Boundary Feature	A limit or border of a geographic area under the jurisdiction of some governmental or managerial entity.
DCA	Development Control Area	The Development Control Areas include the waters of rivers and adjoining parks and recreation reservations of specific areas to protect, regulate and control development in these areas.
DI	District	A division of an area for administrative purposes.
ELEC	Electoral Boundary	An electoral boundary (also known as a constituency, riding, ward, division, district, electoral area or electorate) is a distinct territorial subdivision for holding a separate election for one or more seats in a legislative body. Generally, only voters who reside within the geographical bounds of an electoral district (constituents) are permitted to vote in an election held there.
LAD	Legislative Assembly District	A district used to determine the geographical bounds of a legislative assembly district (constituents) are permitted to vote in an election held there. The Legislative Assembly is the lower chamber of the bicameral state legislatures in some Commonwealth countries, such as Australia
LCD	Legislative Council District	Western Australia has been divided into six regions for electing the Legislative Council, three regions in Perth and three covering the rest of the state.
LDIS	Land District	Western Australia is divided into five land divisions which are divided into officially gazetted land districts (for cadastral purposes), which are then further divided into numbered locations.
LDIV	Land Division	There are five land divisions in Western Australia, as specified in Schedule 1 of the Land Administration Act 1997: Eastern Land Division; Eucla Land Division; Kimberley Land Division; North-West Land Division; South-West Land Division.
LGA	Local Government Authority	That part of the state which deals mainly with such matters as concern the inhabitants of a particular district or place, and which it is thought desirable should be administered by local authorities, subordinate to the central government.
LGAT	Local Govt Town	Land that was declared to be a townsite under the Local Government Act.
LGAW	Local Govt Ward Boundary	A ward is a subdivision of a municipality. In Western Australia they are an electoral district within a municipality used in local politics.
MHA	Marine & Harbour Area	Bounded areas created under the Marine and Harbours Act.
MMA	Marine Management Area	The reservation of an area for the purpose of managing and protecting the marine environment so that it may be used for conservation, recreational, scientific and commercial purposes. Commercial purposes includes aquaculture, commercial fishing and pearling activity; mining, within the meaning of the Mining Act 1978; seismic surveys and exploratory drilling for petroleum; and production of petroleum and associated activities.
MNR	Marine Nature Reserve	The reservation of a marine nature reserve for the conservation and restoration of the natural environment; the protection, care and study of indigenous flora and fauna; and the preservation of any feature of archaeological, historic or scientific interest.
MPAR	Marine Park	The reservation of an area for the purpose of allowing only that level of recreational and commercial activity which is consistent with the proper conservation and restoration of the natural environment, the protection of indigenous flora and fauna and the preservation of any feature of archaeological, historic or scientific interest.
NP	National Park	A tract of land declared public property by a national government with a view to its preservation and development for purposes of recreation and culture.
PA	Port Authority	Most ports are managed by port authorities with different levels of state control. These are mostly separate bodies that run the port on behalf of government.

		being responsible for port management and governance.
RIVR	River Reserve	That area reserved under the Metropolitan Region Scheme (MRS) for waterways.
RPA	Riverpark Area	Areas managed by the Swan River Trust comprising waterways, land adjoining those identified waters excluding freehold land in private ownership.
SA	Suburban Area	An area which has been developed for residential use located outside of a 'city' area.
SFST	State Forest	Forest areas protected by state laws and acts.
STAT	State	<p>A state is the bounded area which is administered by a government, a country subdivision in a federal form of government which shares political jurisdiction with a federal or national government.</p> <p>There are six states in Australia: New South Wales (NSW), Queensland (Qld), South Australia (SA), Tasmania (Tas.), Victoria (Vic.) and Western Australia (WA).</p> <p>There are ten Australian territories outside the borders of the states. two mainland territories, Australian Capital Territory (ACT) and Northern Territory (NT) and one offshore territory, Norfolk Island, which have been granted a limited right of self-government by the Australian Government.</p> <p>Seven territories are governed only by Commonwealth law, usually through an Australian Government-appointed Administrator. They are: Ashmore and Cartier Islands; Australian Antarctic Territory; Christmas Island; Cocos (Keeling) Islands; Coral Sea Islands; Jervis Bay Territory; Territory of Heard Island and McDonald Islands.</p>
TNST	Townsite	Gazetted townsites as created under the Land Administration Act.
WCA	Water Control Area	Water Control Area's as defined by the Department of Water.
WCT	Water Catchment Area	Water Catchment Area's as defined by the Department of Water.

Appendix 6B:

Administrative boundary naming worksheet

The following checklist will help ensure naming proposals have followed the necessary processes and complied with the required policies as shown in Sections 1 and 6 of the Policies and Standards for Geographical Naming in Western Australia.

<input type="checkbox"/>	As administrative boundaries are considered to be of greater than local significance has advice been sought from Landgate before proceeding with the submission?																																																
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Appendix 7A:

Other policy documents relating to Aboriginal and dual naming

The following table is a list other relevant policy documents regarding the application of Aboriginal or dual names to features within Western Australia.

Document title	Author / Source
Policy guidelines for the recording and use of Aboriginal and Torres Strait Island Place names http://www.icsm.gov.au/cgna/aboriginal_names.pdf	Committee for Geographical Names in Australasia (ICSM)
Guidelines for the Consistent Use of Place Names, March 2009 https://www.icsm.gov.au/what-we-do/permanent-committee-place-names	Permanent Committee on Place Names (PCPN)

Appendix 7B:

Aboriginal and dual naming worksheet

The following checklist will help ensure naming proposals have followed the necessary processes and complied with the required policies as shown in Sections 1, 3 and 7 of the Policies and Standards for Geographical Naming in Western Australia.

<input type="checkbox"/>	Is the feature of greater than local significance (e.g. located in more than two local governments, in a tourist precinct or major city centre)? Does advice need to be sought from Landgate before proceeding with the submission?																																																
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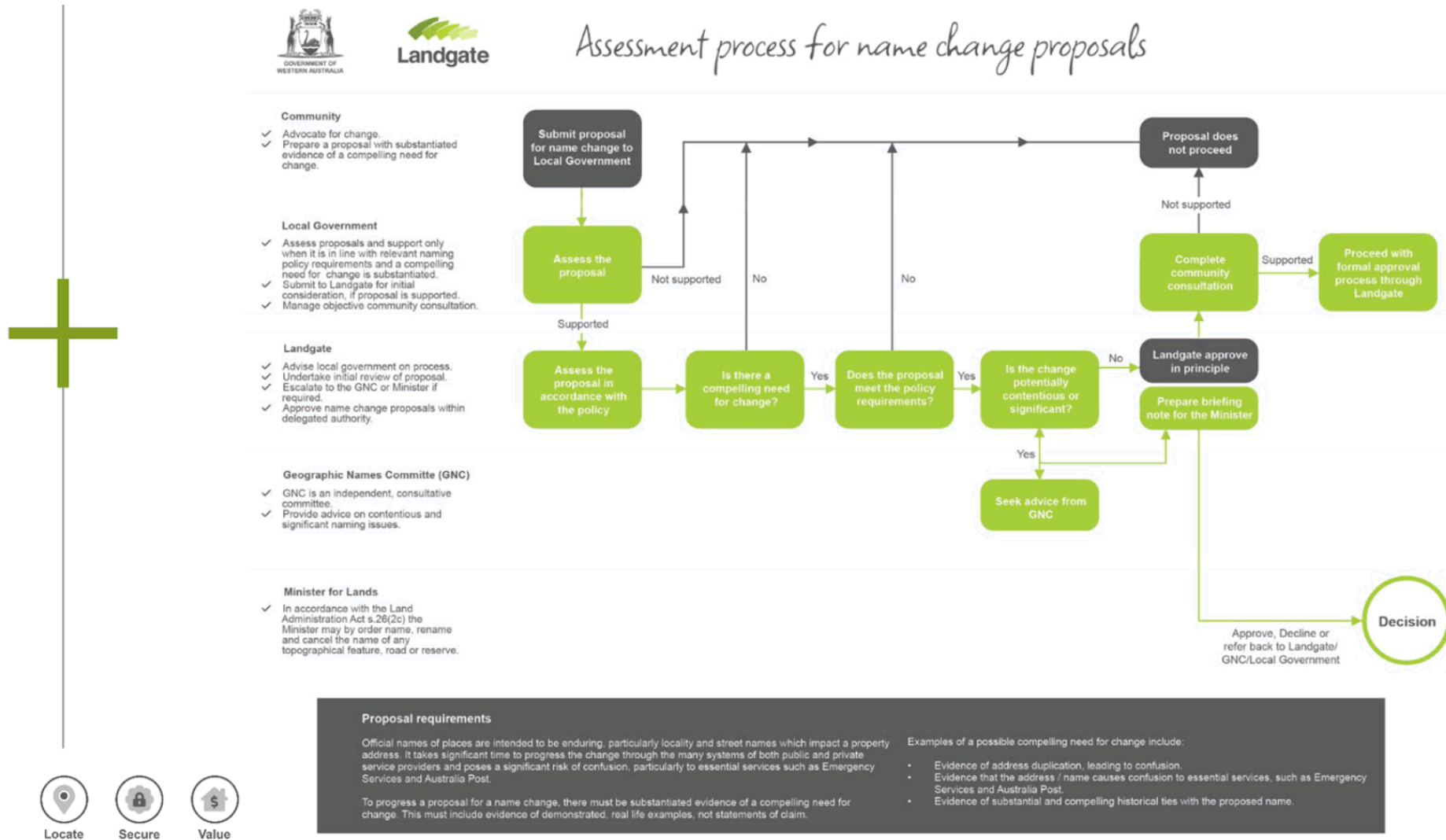


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landgate.wa.gov.au

LG-157 4



14.5.2 Council Meeting Schedule and 2024 Meeting Dates

Executive	Executive Governance and Strategy
Author	Manager Legal and Compliance
Attachments	1. Council Meeting Procedures Policy Amended - Tracked ↓ 2. Agenda Briefing Terms of Reference ↓

RECOMMENDATION

That Council:

- (1) Pursuant to Regulation 12(1) of the Local Government (Administration) Regulations 1996, APPROVES for local public notice purposes, the following Council and Agenda Briefing meeting dates, times, and places for the period January 2024 to December 2024 inclusive:

7pm: (Tuesday) Briefing Meeting	7pm (Tuesday) OCM
20 Feb	27 February
19 Mar	26 March
16 Apr	23 April
21 May	28 May
18 Jun	25 June
16 Jul	23 July
20 Aug	27 August
17 Sep	24 September
15 Oct	22 October
19 Nov	26 November
10 Dec	17 Dec*

All Ordinary and Special Council meetings to be held in the Council Chambers, Administration Centre, 9 Coleville Crescent, Spearwood, and commence at 7.00pm, unless otherwise specified;

- (2) AMENDS the Council Meeting Procedures Policy (Attachment 1);
- (3) ENDORSES the Agenda Briefing Terms of Reference; and
- (4) DEFERS the review of the Council Committee Structure to the April Governance Committee Meeting.

Background

Council currently hold Ordinary Council Meetings (OCM) on the second Thursday of each month, excluding January, when no Ordinary Council Meetings are held.

It is proposed OCMs be held on the fourth Tuesday of each month, commencing in 2024, resuming the practice of holding Ordinary Council Meetings on Tuesdays within the City of Cockburn, as well as other Council related meetings including Agenda Briefings, Committee meetings, and Elected Member Strategic Briefings.

Submission

N/A

Report

On 22 June 2023 Deputy Mayor Widenbar submitted a notice of motion as urgent business, which was subsequently endorsed by Council in July 2023, and sought a review of the City's Council Meetings Policy.

The review required four themes be addressed, being the OCM Briefing Guiding Principles, Briefing Process, Agenda Contents and Agenda Distribution.

A report was presented to the August Governance Committee addressing these themes, however recommending the review be deferred until after commencement of Chief Executive Officer, Daniel Simms.

On 14 September 2023, Council resolved to REVIEW the Council Meetings Policy within six (6) months of the commencement of the new Chief Executive Officer.

In 2005, Council moved from a monthly Tuesday OCM cycle to a monthly Thursday OCM cycle, to accommodate attendance at meetings occurring on Tuesdays which conflicted with the Council's ordinary meeting cycle.

The purpose of this report is to revert to a Tuesday OCM meeting cycle, with the OCM to be held on the fourth Tuesday of each month.

It is proposed all other Council business, including Committee Meetings, Agenda Briefings and Elected Member Strategic Briefing Forums be held on Tuesdays, commencing in 2024.

2024 Meeting Schedule

5pm (Friday) Briefing Agenda (HUB & Website)	7pm: (Tuesday) Briefing Meeting	5pm (Friday) OCM Agenda (HUB & Website)	7pm (Tuesday) OCM
16 Feb	20 Feb	23 Feb	27 February
15 Mar	19 Mar	22 Mar	26 March
12 Apr	16 Apr	19 Apr	23 April
17 May	21 May	24 May	28 May
14 Jun	18 Jun	21 Jun	25 June
12 Jul	16 Jul	19 Jul	23 July
16 Aug	20 Aug	23 Aug	27 August
13 Sept	17 Sep	20 Sep	24 September
11 Oct	15 Oct	18 Oct	22 October
15 Nov	19 Nov	22 Nov	26 November
6 Dec	10 Dec	13 Dec	17 Dec*

*December meetings will have to be moved back a week

Good Friday – 29 Mar (no impact on meeting cycle)

Easter Monday – 1 Apr (no impact on meeting cycle)

Anzac Day – 25 Apr (Thurs) (no impact on meeting cycle)

Christmas Eve – 24 Dec (Tues) (Briefing Meeting & OCM brought forward 1 week)

Council Meetings Procedures Policy

Council's current Council Meetings Procedures Policy directs OCMs be held on the second Thursday of each month, commencing at 7pm.

The proposed change to the Council meeting schedule will see OCMs held on the fourth Tuesday of each month, commencing at 7pm.

It is proposed the policy be amended to incorporate this change.

Agenda Briefing

The City's current process sees the closed Agenda Briefing meeting take place before the Agenda is published, noting it is published at 8pm on the Thursday preceding the OCM. This is four days earlier than the prescribed last day for publication of the Agenda in the *Local Government Act 1995*.

The briefing process occurs by providing Elected Members with a high-level strategic summary of matters in the OCM Agenda. This briefing process now also applies to Committee meetings.

The briefing process could be improved by Agenda Briefings taking place following publication of the OCM Agenda, where the briefings are also open to the public.

It is recommended the Agenda Briefing process be adopted as per Attachment 2, Agenda Briefing Terms of Reference.

Committee Structure Review

On 14 September Council resolved for the review of the Council's Committee structure to be referred to the first Governance Committee meeting following the 2023 Ordinary Election.

In consideration of the budget commitments (the subject of a separate Council report), it is recommended this review be deferred to the April Governance Committee.

This will also allow for the implementation of the new OCM cycle and give Council sufficient time to consider the committee structure.

Strategic Plans/Policy Implications

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

There are no budget implications from the recommendations in this report

Legal Implications

Local Government Act 1995

Section 5.25(1)(g)– Regulations about council and committee meetings and committees,

5.25(1) Without limiting the generality of section 9.59, regulations may make provision in relation to:

(g) the giving of public notice of the date and agenda for council or committee meetings; The Local Government (Administration) Regulations 1996 –

Regulation 12 states in part:

“(1) at least once each year a local government is to give local public notice of the dates on which and the time and place at which – (a) the ordinary council meetings; and (b) the committee meetings that are required under the Act to be open to members of the public or that are proposed to be open to the members of the public, are to be held in the next 12 months. (2) A local government is to give local public notice of any change to the date, time or place of a meeting referred to in subregulation (1).”

Community Consultation

The City’s Council Meeting Schedule will be advertised by local public notice, informing the public of the dates of the ordinary meetings of Council.

Risk Management Implications

This report proposes to revert to the City’s former meeting structure where Council business was conducted on Tuesday evenings. It is less common practice in the sector for Council business to be conducted on Thursday evenings, so there is limited risk of an impact to Councillor attendance at meetings which may occur on Tuesday evenings, however it is noted that there may be some impacts.

The public notice process ensures the public is informed of the change, should the recommendation be adopted by Council which will mitigate the risk of ensuring the public is informed.

Advice to Proponent(s)/Submitters

N/A

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

Nil

Title	Council Meetings Procedures
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Policy Type

Council

Policy Purpose

This policy is to provide direction for Councillors and employees for Council and Committee Meetings.

Policy Statement

This policy applies to Council and Committee Meetings.

All Committee Meetings will be held in accordance with the adopted Terms of Reference of the particular Committee, or as otherwise determined by Council resolution.

(1) Meeting Times

- 1.1 Ordinary Council Meetings will be conducted on the ~~second-fourth Thursday~~ Tuesday of each month at 7.00pm in the Council Chamber and are open to the public.
- 1.2 The Council meeting will consider matters as listed on the Council Agenda paper.
- 1.3 An Ordinary Council Meeting is not conducted during January of each year and any required business will be conducted as a Special Council Meeting during this specific period.
- 1.4 Any further variation to the date, place and/or time of Council Meetings will be subject to the resolution of Council.

(2) Seating Arrangements

The seating arrangements in the Council Chamber will be allocated on the following basis:

- 2.1 The Mayor will be seated at the head of the table, facing the public gallery.
- 2.2 The CEO be seated at the head of the table, immediately to the left of the Mayor.
- 2.3 The elected Deputy Mayor be seated immediately to the right of the Mayor.
- 2.4 The Mayor will allocate the seating for remaining Councillors (with Ward members grouped together, wherever possible) in the Council Chamber.

[1]

Title	Council Meetings Procedures
--------------	------------------------------------



(3) Reports

It is critical that reports prepared by staff for Council contain adequate information on which the Council can make an informed decision.

3.1 Principles

Reports prepared by officers for the Council's consideration are to:

- 3.1.1 be according to law;
- 3.1.2 take account of any State or Council Policy;
- 3.1.3 have regard for the Council's Strategic Community Plan;
- 3.1.4 be balanced and objective;
- 3.1.5 be technically correct;
- 3.1.6 be properly researched using relevant information and data;
- 3.1.7 ensure procedural fairness;
- 3.1.8 include options, consequences and associated impacts where appropriate; and
- 3.1.9 include expert opinion or advice where necessary.

3.2 Recommendations

Recommendations prepared by officers for the Council's consideration are to:

- 3.2.1 be clear and unambiguous;
- 3.2.2 be implementable;
- 3.2.3 be professional and ethical;
- 3.2.4 not expose the Council to unreasonable risk or liability;
- 3.2.5 have regard for the interests of the applicant/submitter as well as the wider community; and
- 3.2.6 include the administrative actions to enable implementation of the Council's decision

(4) Alternate motions by Elected Members to recommendations

- 4.1 Any proposed amendments to officer recommendations contained in the Council Agenda Paper are to be made personally by the Elected Member either with or without input from the relevant staff member.
- 4.2 Alternate motions may be forwarded to the Minute Clerk following the distribution of the Agenda Paper to Elected Members, no earlier than 9am on the day following release of the Agenda Papers, and by no later than 10am on the day of the Council Meeting. A copy of the proposed motion will be circulated to all other Elected Members.
- 4.3 Elected Members proposing motions of a similar nature on the same item(s) are encouraged to consult with each other in order to reduce the number of motions on any item, and can agree to withdraw any motion, or part thereof, or to agree to provide an alternative of similar meaning and/or wording.

[2]

Title	Council Meetings Procedures
-------	-----------------------------



- 4.4 Officer comments may be attached to alternate motions to identify financial or legal implications of the motions. Officer comments are not to enter into debate on the motion and are to be kept appropriately brief.
- 4.5 An alternate motion received will be included in the Agenda Run Sheet in the order in which received.
- 4.6 At the relevant point of the Council Meeting, the Presiding Member shall invite the Elected Member proposing the alternate motion(s) to move the alternate motion accordingly. In the case where more than one proposal has been received, the Presiding Member shall call for the motion to be put in order of their receipt and thereafter dealt with in accordance with Council's Standing Orders.
- (5) Voting at Council and Standing Committees
- 5.1 Once the votes have been cast, the Presiding Member shall ensure that the names of all elected members voting for and against a motion are recorded in the Minutes of the Meeting, unless there is a unanimous decision on a motion, which shall be recorded in the Minutes as such.

Strategic Link:	Corporate Governance Charter
Category	Elected Members
Lead Business Unit:	Legal and Compliance
Public Consultation: (Yes or No)	No
Adoption Date: (Governance Purpose Only)	10 November 2022
Next Review Due: (Governance Purpose Only)	November 2024
ECM Doc Set ID: (Governance Purpose Only)	4133909



Agenda Briefing

Terms of Reference

Purpose

To give an opportunity to Elected Members to ask questions, obtain additional information and clarify issues in respect to items being presented to the Ordinary Council Meeting (OCM). Questions are answered by the Chief Executive Officer (CEO), or a person nominated by the CEO.

Background

1. The Agenda Briefing occurs one week prior to the OCM.
2. Agenda Briefings are open to the public to observe the process and ensure full transparency of the meetings.
3. The Agenda Briefing is not a decision-making forum, and the Council has no power to make decisions at an Agenda Briefing.
4. Agenda Briefings are not an opportunity for debate.
5. Reports provided to Agenda Briefings are Officer professional opinions, and Elected Members may raise issues which have not been considered, however Elected Members cannot direct Officers to change reports or recommendations.
6. The Agenda Briefing will not be used as a forum or venue to call a Special Meeting of Council under the *Local Government Act 1995*, except in an emergency.

Objectives and Duties

1. To support proper decision-making and ensure Elected Members have the opportunity to gain maximum knowledge and understanding of any issue presented to the Council on which they must vote.
2. To ensure Elected Members are provided with all the relevant information they need to understand issues listed on the agenda for the next OCM.

Membership

1. All Elected Members shall attend the Agenda Briefing.
2. The CEO, Executive and administrative staff, under the direction of the CEO, shall attend each Agenda Briefing.

Meetings

1. The Agenda Briefing will be held on Tuesday, the week prior to the OCM at 7pm.
2. Meetings will be chaired by the Mayor or in their absence, the Deputy Mayor. In the absence of both, Councillors will elect a Chairperson from those present.
3. Elected Members may speak more than once on any item and there will be no moving or seconding items.

4. The order of business will be as follows:
 - a. Attendance and Apologies
 - b. Declarations of Interest
 - c. Reports for Discussion
 - d. Tabled Items
 - e. Public Question Time
 - f. Closure.
5. Disclosures of Interest are to be made in accordance with the provisions of the *Local Government Act 1995*.
6. Only items on the Briefing Agenda will be considered at the Agenda Briefing.
7. The Mayor (or person presiding) will call each item in number sequence and ask for questions before proceeding to the next item at the conclusion of any questions.
8. All questions are through the person presiding and there is no free-flowing discussion or debate.
9. Agenda Briefings will be conducted in the Council Chamber at the Administration Building.

Reporting

10. The Briefing Agenda will be distributed to Elected Members by 5pm on Friday prior to the Agenda Briefing.
11. The Briefing Agenda will be published to the City's website for the public by 5pm on Friday prior to the Agenda Briefing.
12. Due to timing, there may be occasions where OCM Agenda items are not included in the Briefing Agenda. Such items will be presented to the OCM only for Council decision.
13. Items may be tabled at the Agenda Briefing in lieu of the presentation of the item in full where necessity requires.
14. Notes on agreed actions by staff or Council members will be recorded for reference only and will not be distributed to Council or the public.

14.5.3 Corporate Planning Program

Executive	Executive Governance and Strategy
Author	Manager Strategy and Integrated Planning
Attachments	N/A

RECOMMENDATION

That Council:

- (1) ENDORSES the schedule for the upcoming Corporate Planning Program.

Background

All local governments are required to produce a plan for the future under S5.56 (1) of the *Local Government Act 1995*.

The key corporate planning documents that illustrate this plan and the management of the Local Government to deliver it are the:

- Corporate Business Plan
- Long Term Financial Plan
- Workforce Plan
- Service Level Plans.

The City undertakes an annual Corporate Planning Program of Council workshops to develop the components of the Integrated Planning Reporting Framework.

Submission

N/A

Report

The outputs of upcoming Corporate Planning program will include:

- Corporate Business Plan (CBP) FY25 – FY28
- Long Term Financial Plan (LTFP) FY25 – FY35
- Work Force Plan (WFP) FY25 – FY28
- Service Level Plans (SLPs) FY25.

The proposed schedule for upcoming Corporate Planning Program is as follows:

	<i>Elected Member Workshop</i>	<i>Council Meeting</i>
<i>February</i>	1. LTFP workshop 1: <ul style="list-style-type: none"> ○ Workshop draft LTFP ○ Internal Facilitation 2. LTFP workshop 2 <ul style="list-style-type: none"> ○ Review high level Draft 4-year Capital Works Program. ○ Identify strategic challenges for CoC ○ Set budgeting boundaries ○ Internal Facilitation 	
<i>March</i>	3. Strategic Priority Setting Workshop <ul style="list-style-type: none"> ○ Identify priorities for upcoming 4-year window ○ External Facilitation 	
<i>April</i>	4. Strategic Budget Setting Forum 1 <ul style="list-style-type: none"> ○ High level annual budgeting within bounds set by LTFP ○ External Facilitation 	
<i>May</i>	5. Strategic Budget Setting Forum 2 <ul style="list-style-type: none"> ○ Preparation to identify rates % increase ○ External Facilitation 	6. OCM Set rates % increase to advertise
<i>June</i>		7. SCM Adopt: CBP, LTFP, WFP, SLPs

Strategic Plans/Policy Implications

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

There are no FY24 financial implications as the budget for delivering the Corporate Planning Program is included in the FY24 budget.

Legal Implications

Implementation of the Corporate Planning Program is required to maintain compliance with *Local Government Act 1995*, S5.56 and *Local Government (Administration) Regulations 1996*, r.19DA.

Community Consultation

N/A

Risk Management Implications

If the upcoming corporate planning program is not endorsed, it will impact the City's ability to manage strategic risk 'Failure to support corporate planning function and implement 4 year planning cycle'.

Failure to manage this risk will impact the City's ability to ensure compliance with *Local Government Act 1995*, S5.56 and *Local Government (Administration) Regulations 1996*, r.19DA

Advice to Proponent(s)/Submitters

N/A

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

Nil

14.5.4 Annual Electors' Meeting and Annual Report

Executive Executive Governance and Strategy

Author Manager Legal and Compliance

Attachments 1. Annual Report 2022-23 [↓](#)

RECOMMENDATION

That Council:

- (1) ENDORSES the 2022/23 Annual Report for the year ending 30 June 2023 pursuant to section 5.54 of the *Local Government Act 1995*, as presented in the attachment to this report (subject to minor grammatical amendments)*; and
- (2) HOLDS the Annual Electors' Meeting on Tuesday, 6 February 2023 at 7pm in the Council Chamber at Council's Administration Centre, 9 Coleville Crescent Spearwood, pursuant to section 5.27 of the *Local Government Act 1995*.

***TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

Background

The *Local Government Act 1995* (the Act) requires Council to accept the report no later than 31 December each year.

This is the last Ordinary Council Meeting in 2023 in which this can be undertaken.

Elected Members will be provided with the Financial Report and Auditor's Report at the Audit Risk and Compliance Committee on 7 December 2023, with the report and committee recommendation to be presented at this Council Meeting, by approval of the Presiding Member.

There will be a website link provided in the Annual Report to the full Financial Report in time for the Annual Electors Meeting.

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

In accordance with Section 5.27 of the Act, an Annual Electors' Meeting (AEM) is to be held once every financial year on a day selected by the local government.

The Act and associated legislation prescribe the matters that are to be discussed.

Report

The purpose of this Report is for Council to:

- a) consider and accept (by absolute majority resolution) the 2022/23 Annual Report pursuant to the requirements of section 5.54 of the Act
- b) determine the date, time and place of the Annual Meeting of Electors (AEM) pursuant to the requirements of section 5.27 of the Act.

The Annual Report is to contain the following information:

- A report from the Mayor and Chief Executive Officer
- An overview of the plan for the future of the district including major initiatives that are proposed to commence or to continue in the next financial year
- The financial report for the financial year
- The Auditor's report for the financial year
- Information as prescribed in relation to payments made to employees
- Information relating to the City's Disability Access and Inclusion Plan
- Information relating to the register of complaints about the conduct of certain officials
- Other information as prescribed including reference to the City's Information Statement, Public Interest Disclosure Act and Record Keeping requirements.

The CEO is to give local public notice of the availability of the Annual Report as soon as practicable after the report has been accepted by the Council and must publish the Annual Report on the local government's official website within 14 days after acceptance.

Once an Annual Report has been accepted by Council, an AEM is to be held within 56 days.

As prescribed by Regulation 15 of the *Local Government (Administration) Regulations 1996*, the purpose of an AEM is to discuss the Annual Report for the previous financial year and then any other general business.

The AEM presents an opportunity for electors to ask questions of Council and propose motions (recommendations).

Elector's present will then be asked to vote on proposed motions, which will allow Councillors to gauge what type of community support there is for different proposals.

Motions that are carried are considered by Councillors at the next appropriate Ordinary Meeting of Council.

Only electors are entitled to participate at the meeting.

In accordance with Section 1.4 of the Act, an elector is defined as, "elector, in relation to a district or ward, means a person who is eligible to be enrolled to vote at elections for the district or ward," and as depicted in section 5.26 of the Act this also includes ratepayers.

The AEM is proposed to be held on Tuesday 6 February 2023.

As was the case last year, the City will print no more than ten copies of the Annual Report in house, to have available at the Annual Electors Meeting.

After the meeting these copies will be re-distributed to the Administration Building and Cockburn Libraries.

A digital copy will be available on the website.

Strategic Plans/Policy ImplicationsListening & Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

The City is required to effect local public notice of the meeting details of the Annual Electors Meeting, the costs of which are met by existing budget provisions.

Legal Implications*Local Government Act 1995*

- s5.27 Electors' general meetings
- s5.32 Minutes of electors' meeting
- s5.33 Decisions made at electors' meetings
- s5.54 Acceptance of annual reports
- s5.55 Notice of annual reports
- s5.55A Publication of annual reports

Community Consultation

Local public notice is required under the *Local Government Act 1995*.

Risk Management Implications

The City must hold an Annual Electors Meeting within 56 days of acceptance of the Annual Report.

The proposed date of Tuesday, 6 February 2023 meets this requirement.

Advice to Proponent(s)/Submitters

Electors of the City of Cockburn are informed by local public notice in accordance with the *Local Government Act 1995*.

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

Nil



City of Cockburn Whadjuk Boodja

Annual Report 2022-2023



Cockburn, the best place to be

www.cockburn.wa.gov.au

Annual Report 2022–2023

Acknowledgement of *Country*

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.



Above: Cockburn NAIDOC Community Event - July 2022

Front Cover: Australia Day Coogee Beach Festival 2023. Binjareb Middars
Aboriginal dancers - January 2023

Cockburn, the best place to be

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Annual Report 2022–2023

About the Annual Report

The *Local Government Act 1995* requires local governments to adopt an annual report by 31 December each year or within two months of the Auditor General's report on the City's financial statement being available. The City of Cockburn meets this requirement by producing a detailed report annually.

The City's Annual Report is an important part of the Integrated Planning and Reporting Framework. It details the City's financial and operational performance in the 2022-23 financial year and documents the City's progress towards the Corporate Business Plan 2020-21 to 2023-24 and the Strategic Community Plan 2020-2030.

The Corporate Business Plan outlines the City's activities each financial year that deliver against the Strategic Community Plan 2020-2030. The Strategic Community Plan provides the City's long-term strategic direction and guides the organisation's decision-making, services and financial commitments. The Strategic Community Plan outlines the City's promise to its community via its Vision, Purpose and Key Community Outcomes.

Vision:

Cockburn, the best place to be

Purpose:

Support our communities to thrive by providing inclusive and sustainable services which reflect their aspirations.



Cockburn, the best place to be

Key Community Outcomes

These are the five key community outcomes which the City seeks to deliver through the Strategic Community Plan.

Local Economy



A sustainable and diverse local economy that attracts increased investment and provides local employment.

Community, Lifestyle and Security



A vibrant, healthy, safe, inclusive and connected community.

Environmental Responsibility



A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

City Growth and Moving Around



A growing City that is easy to move around and provides great places to live.

Listening and Leading



A community focused, sustainable, accountable and progressive organisation.

The City of Cockburn Annual Report includes a snapshot of performance against the Key Community Outcomes and an overview of the City's outlook for the future.



Annual Report 2022–2023

Mayor's Report

I am delighted to present my 15th annual report after another year of great achievement for the City, despite us once again operating in a challenging environment.

I acknowledge that the current climate has been difficult for our residents but as usual our community has responded admirably, with individuals and community groups helping each other through providing meals, organising clothes swaps, community events and running Facebook pages where you can gift back to the community.

With the current climate in mind, Council worked hard to ensure a balanced budget that was fiscally responsible, but which also continued to deliver high-quality services. I am happy to say that Cockburn households continue to pay some of the lowest rates in Perth. To make this possible Council once again prioritised the maintenance of existing assets and infrastructure over new projects.

Projects that we were able to progress planning for included Malabar BMX Park, Beale Park redevelopment and Cockburn ARC health and fitness expansion. The Hammond Road duplication was almost completed too.

I am proud to say that the City also gave \$1.2 million back to the community last year through its comprehensive grants and donations program. The program ranges from grants to enable our young sportspeople to travel interstate to sporting events, grants for residents to enhance their verges and donations to support not-for-profit organisations across the City.

It was a big year for the City in the area of economic development. We welcomed Prime Minister Anthony Albanese's AUKUS announcement and a \$6 billion investment in the nation's defence capability and workforce over the next four years.



2023 Australia Day Community Citizen of the Year Awards - January 2023: (L-R) Serena Gamble, Tracy Pearson, Mayor Logan Howlett, Samantha Williams and Serene Anderson

Cockburn, the best place to be

The City's international relationships went from strength to strength with our collaboration with Indonesia winning a National Growth Areas Alliance award commendation. Our partnership has a strategic focus to foster trade connections between blue economy, shipbuilding, maritime, education, training, health and medical sectors in Cockburn and Indonesia.

Cockburn ARC, which remains one of the best recreation and aquatic centres in Australia, continued to reap awards including being named a winner at the Australian Swim Schools Association's 2023 National Excellence Awards, taking home the Swim School category for its Swim ARCADEmy program.

Each year the City's comprehensive events season just gets better and better – we saw record attendances at Coogee Live, Sidesplitter Comedy Festival and Teddy Bear's Picnic, and the ever-popular Kasey Chambers headlined our Community Concert. Council has committed to more exciting additions to this program next year.

As ever, volunteers have been the backbone of our community. I was delighted to present Serena Gamble with the overall title of Community Citizen of the Year for 2023, as well as James Wild in the youth category and Serene Anderson in the senior category. Yangebup Family Centre received the Active Citizenship – Group or Event award.

With that in mind, I would like to thank the hundreds of dedicated volunteers in the City who gave up thousands of hours to help make Cockburn the best place to be.



Logan Howlett

His Worship the Mayor
Logan K. Howlett, JP



NAIDOC - Flag Raising and Breakfast - July 2022.
(L-R) David Scaife MLA, Little Doorum Dancers, Ryan Humphries, Mayor Logan Howlett and Cr Chontelle Stone

Annual Report 2022–2023

Chief Executive Officer's *Report*

Service delivery and strategic planning were the focus for Cockburn this year.

Council and the Administration prioritised a number of strategic projects including a review of the new Local Planning Strategy, simplifying approvals processes for small business and the development of a new Disability Access and Inclusion Plan.

Our staff are our most valuable assets, and we continue to implement strategies to attract, retain and upskill our workforce to fulfil our vision of being an employer of choice. With a culture of workplace safety being a priority for our organisation, we undertook a review of our work, health and safety initiatives and continue to implement changes.

We have continued to experience high inflation and construction costs, rising interest rates and a tight labour market. These prevailing conditions have led Council to further delay or defer some capital works projects and the administration will continue to work with Elected Members to prioritise.

Results from our annual community perception survey rated us with a performance index score of 71, making Cockburn a leader among similar Councils.

This research highlights what our community is happy with and what they want the City to focus on. Safety and security continue to be priority areas for

residents and businesses, as well as streetscapes. We will continue to work with State and Federal governments, stakeholders, industry and the community to address these areas.

The community rated the following services particularly well – Cockburn ARC, Library Services and our bin collections. Management of local roads, our youth services, marine facilities and work in the economic development and job creation fields were high performers when benchmarked against other local governments.

The City further strengthened its strategic partnerships, including with the Shire of Carnarvon, Curtin University and the Fremantle Football Club. We ran a number of successful events with Fremantle Football Club, including a joint International Women's Day event for young women.

In closing I would like to thank Council and staff for their support this year.

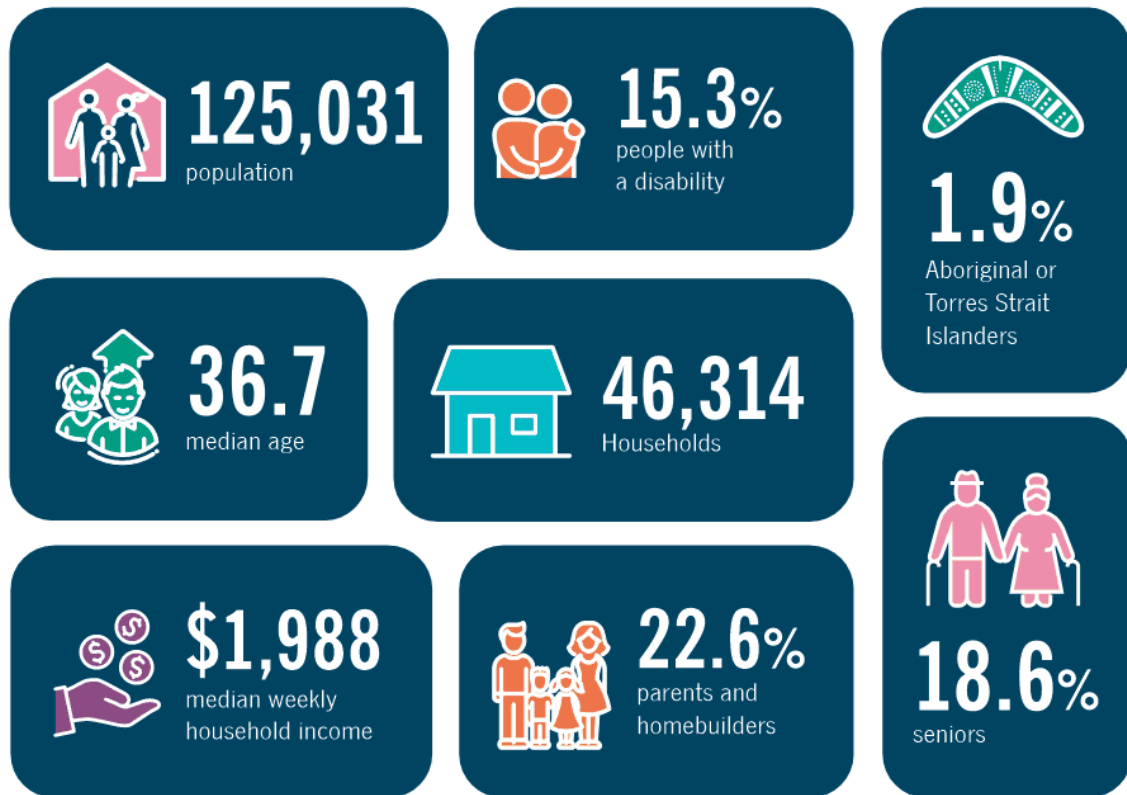


Daniel Arndt
**Acting Chief
Executive Officer**



Cockburn, the best place to be

A Snapshot of our City



Source: Australian Bureau of Statistics 2021 Census data.



Annual Report 2022–2023

Cultural Diversity in Cockburn

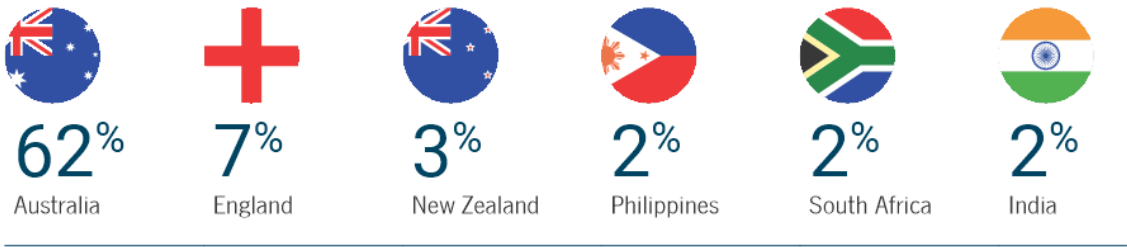
Diversity statistics in Cockburn from the 2021 Census

Australian Census 2021 results show that the City of Cockburn is becoming more culturally diverse. Overall, 34.2 per cent of the population was born overseas.

The most common ancestries



The most common countries of birth



The common languages, other than English, spoken at home

In 2021, 26.1 per cent of residents spoke a language other than English at home, above the average for WA (21.2 per cent).




Source: Australian Bureau of Statistics 2021.




Cockburn, the best place to be

Elected Members




Logan K. Howlett, JP
His Worship the Mayor

Gender: Male
LB: English | CoB: Australia
ATSI (Yes or No): No




Tom Widenbar
Deputy Mayor and
Councillor,
Central Ward

Gender: Male | LB: English
CoB: Australia
ATSI (Yes or No): No




Philip Eva JP
Councillor,
Central Ward

Gender: Male | LB: English
CoB: England
ATSI (Yes or No): No




Chontelle Stone
Councillor,
Central Ward

Gender: Female | LB: English
CoB: Australia
ATSI (Yes or No): Yes




Carol Reeve-Fowkes
Councillor,
East Ward
from July 2022

Gender: Female | LB: English
CoB: England
ATSI (Yes or No): No




Tarun Dewan
Councillor,
East Ward

Gender: Male | LB: Hindi/English
CoB: India
ATSI (Yes or No): No




Lara Kirkwood
Councillor,
East Ward*

Gender: Female | LB: English
CoB: South Africa
ATSI (Yes or No): No




Kevin Allen
Councillor,
West Ward

Gender: Male | LB: English
CoB: Australia
ATSI (Yes or No): No



Michael Separovich
Councillor,
West Ward

Gender: Male | LB: English
CoB: Australia
ATSI (Yes or No): No



Phoebe Corke
Councillor,
West Ward

Gender: Female | LB: English
CoB: England
ATSI (Yes or No): No

Age Range	Number of Elected Members
25-34	2
35-44	2
45-54	4
64+	2

ATSI = Identifies as Aboriginal or Torres Strait Islander
CoB = Country of Birth
LB = Linguistic background
* = Resigned February 2023

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Elected Members Fees, Expenses and Allowances

In accordance with r29C(2)(f) of the *Local Government (Administration) Regulations 1996*, the City is required to publish the fees, expenses and allowances paid to Elected Members during the financial year. Below is a list of fees, expenses and allowances that have been paid to the Mayor and Councillors for the 2022-23 financial year.

Elected Members	Mayoral Allowance or Deputy Mayoral Allowance	Annual Meeting Attendance Allowance	Mileage Expenses	Childcare Costs	Information and Communication Technology Allowance	Other Approved Expenses	Amount
Mayor Logan Howlett	\$91,997.04 Mayoral Allowance	\$48,704.03	Nil	Nil	\$2,783.00	\$598.90	\$144,082.97
Deputy Mayor Cr Tom Widenbar	\$22,999.20 Deputy Mayoral Allowance	\$32,469.97	\$683.40	\$6,010.10	\$3,500.00	\$1,020.92	\$66,683.59
Cr Philip Eva	Nil	\$32,469.96	\$187.94	Nil	\$3,100.00	\$411.81	\$36,169.71
Cr Chontelle Stone	Nil	\$32,469.96	\$107.41	Nil	\$2,750.00	Nil	\$35,327.37
Cr Lara Kirkwood*	Nil	\$21,646.64	\$357.56	\$4,109.00	\$3,059.50	\$74.74	\$29,247.44
Cr Carol Reeve-Fowkes	Nil	\$31,766.44	\$651.85	Nil	\$4,375.00**	\$120.98	\$36,914.27
Cr Tarun Dewan	Nil	\$32,469.96	\$2,227.99	Nil	\$2,801.50	\$1,898.30	\$39,397.75
Cr Kevin Allen	Nil	\$32,469.96	\$198.46	Nil	\$2,745.00	Nil	\$35,413.42
Cr Michael Separovich	Nil	\$32,469.96	\$144.77	Nil	\$3,500.00	Nil	\$36,114.73
Cr Phoebe Corke	Nil	\$32,469.96	\$1,412.18	Nil	\$3,500.00	\$747.93	\$38,130.07

* = Resigned February 2023.

** = Pro-rata payment of \$875 for 8 July 2022 to 31 October 2022, plus \$3,500 for 2022-23 election.

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Elected Members Meeting Attendance

Council Meetings

Elected Members	1 July 2022 – 30 June 2023	
	Ordinary Council Meeting (11)	Special Council Meeting (11)
Mayor Logan Howlett	11	11
Deputy Mayor Cr Tom Widenbar	11	11
Cr Philip Eva	10	9
Cr Chontelle Stone	11	9
Cr Lara Kirkwood*	7	4
Cr Carol Reeve-Fowkes	11	11
Cr Tarun Dewan	11	9
Cr Kevin Allen	10	7
Cr Michael Separovich	11	11
Cr Phoebe Corke	11	11

* = Resigned February 2023.

Committee Meetings

Elected Members	1 July 2022 – 30 June 2023			
	Audit Risk and Compliance Committee (5)	Governance Committee (5)	Organisational Performance Committee (4)	Expenditure Review Committee (5)
Mayor Logan Howlett	Not a member	Not a member	4	Not a member
Deputy Mayor Cr Tom Widenbar	3	5	Not a member	4
Cr Philip Eva	Not a member	2	1	Not a member
Cr Chontelle Stone	Not a member	5	4	4
Cr Lara Kirkwood*	Not a member	1	Not a member	Not a member
Cr Carol Reeve-Fowkes	Not a member	4	3	5
Cr Tarun Dewan	4	Not a member	4	4
Cr Kevin Allen	4	Not a member	Not a member	Not a member
Cr Michael Separovich	1 (Deputy)	5	4	5
Cr Phoebe Corke	5	5	4	5
Mr Glyn Geen (Independent Member)	4	Not a member	Not a member	Not a member

* = Resigned February 2023. Committee Meeting: Code of Conduct and Complaints Committee (total: 0) for 1 July 2022 – 30 June 2023, as not required.

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Our Administration

Executive Team 2022-23



Daniel Arndt
Acting Chief
Executive Officer



Carol Catherwood
Acting Chief
Built and Natural
Environment



Victoria Green
Executive
Corporate Affairs



Emma Milne
Executive
Governance
and Strategy



David van Ooran
Chief Community
Services



Chantelle Hanrahan
Acting
Executive People
Experience and
Transformation



Nelson Mauricio
Acting Chief
Financial Officer



Anton Lees
Chief Operations
Officer

Remuneration of Employees

Number of employees of the City entitled to an annual salary of \$130,000 or more.

Annual Salary Range (\$)	Number of Employees	Annual Salary Range (\$)	Number of Employees
130,000 – 139,999	8	290,000 – 299,999	0
140,000 – 149,999	2	300,000 – 309,999	0
150,000 – 159,999	6	310,000 – 319,999	0
160,000 – 169,999	4	320,000 – 329,999	0
170,000 – 179,999	3	330,000 – 339,999	0
180,000 – 189,999	4	340,000 – 349,999	0
190,000 – 199,999	8	350,000 – 359,999	0
200,000 – 209,999	0	360,000 – 369,999	0
210,000 – 219,999	0	370,000 – 379,999	0
220,000 – 229,999	1		
230,000 – 239,999	2		
240,000 – 249,999	0		
250,000 – 259,999	0		
260,000 – 269,999	1		
270,000 – 279,999	2		
280,000 – 289,999	0		

Chief Executive Officer (CEO)

The remuneration paid to the CEO during 2021-22 was \$124,508.87 including superannuation. Tony Brun, former CEO, resigned 7 November 2022. Senior staff acted on higher duties after that time.

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Organisational Structure



Annual Report 2022–2023

Awards and Achievements

Award or Agency	Place and Category
WA Coastal Awards for Excellence 2022	Special Commendation: Coastal Management and Adaptation – engineered fringing reef at C.Y. O'Connor Beach
Institute of Public Administration Australia Western Australia 2022 Achievement Awards	<p>Finalist:</p> <p>Best Practice in Collaboration between Government and any other Organisation – C.Y. O'Connor Beach engineered fringing reef project</p> <p>Best Practice in Health and Wellbeing – Cockburn Healthy Lifestyle Service in partnership with the City of Cockburn</p>
IAP2 Core Values Awards 2022	Finalist: Indigenous category and awarded the Judges Encouragement Award – for Creating Cockburn's Aboriginal Cultural and Visitors Centre
Local Government Professionals National Federation Awards 2022	Finalist: Highly Commended for Environmental Leadership and Sustainability Award – Renewable Energy Program
Planning Institute Australia – WA Planning Excellence Awards 2022	Finalist: Climate Change and Resilience – City of Cockburn's Climate Change Strategy
COTA WA Seniors Awards 2022	Winner: WA Age Friendly Local Government Award
Parks and Leisure Australia – WA Awards 2023	Finalist: Community Facility of the Year – Frankland Park Sporting and Community Facility
National Growth Areas Alliance (NGAA) Awards 2023	Partnerships & Building Connections - Commendation Award: City of Cockburn, Cockburn-Indonesia Trade Relationship (May 2023)
Water Corporation	City of Cockburn 10-year Gold Waterwise Council

Frankland Park Sporting and Community Facility



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**City of Cockburn
10-year Gold
Waterwise Council -
May 2023:** (L-R) Mladen
- Irrigation Supervisor,
Sabbir - Senior
Development Engineer,
Lisa - Sustainability
and Water Projects
Officer, Alison - Parks
Operations Coordinator
and Daniel - City
Facilities Technical
Officer



**WA Age Friendly Local Government Award
- November 2022:** Kayla - Senior Centre
Programs Booking Officer and Julie - Senior
Centre Coordinator



**Partnerships & Building Connections,
Commendation Award - May 2023:** Michael -
Manager Business and Economic Development
and Victoria - Executive Corporate Affairs

C.Y. O'Connor Beach Engineered Fringing Reef

Annual Report 2022–2023

City Performance for the 2022-23 Financial Year

The City measures performance against the key community outcomes outlined in the Strategic Community Plan and by tracking progress of the priority projects outlined in the Corporate Business Plan (CBP). This section outlines the City's performance against each community outcome for the 2022-23 financial year.

1. Local Economy



1.1 Increased investment, economic growth, and local employment

- a. Annual estimated value of issued development applications

2021-22: **\$315 Million**

2022-23: **\$227 Million**

- b. Number of new local jobs generated

2016: **41,679***

2021: **50,040***

1.2 Thriving local commercial centres, businesses and tourism industry

- a. Improved satisfaction with efforts to support and retain existing businesses

2021-22 Score: **57**

2022-23 Score: **55**

1.3 A City that is 'easy to do business with'

- a. Improved satisfaction with the ease of doing business in the City

2020-21 Score: **58**

2022-23 Score: **53**

*Source: Australian Bureau of Statistics 2021 Census data.



Cockburn Community Concert - February 2023: (L-R) Cr Philip Eva JP, Cr Lara Kirkwood, Deputy Mayor Cr Tom Widenbar, Kasey Chambers, Cr Chontelle Stone and Cr Carol Reeve-Fowkes

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Financial year 2022-23 CBP KPIs

Key Projects



= Not completed



= Reforecast to FY24



= Completed

Strategy	Project	Progress	Notes
1.1	Position Cockburn as a leader in the Blue Economy		
1.1	Develop visitor economy approach		Resourcing limitations, blue economy and defence industry were prioritised for delivery in FY23
1.2	Deliver business grants program supporting Economic Development Principles, Policy and Guide		
1.3	Small Business Friendly Approvals Project Implementation		



Annual Report 2022–2023

2. Environmental Responsibility



2.1 Improved satisfaction with environmental management and with provision of parks and open spaces

- a. Community satisfaction with conservation and environmental management

2021-22 Score: **62**

2022-23 Score: **63**

- b. Community satisfaction with playgrounds parks and reserves

2021-22 Score: **74**

2022-23 Score: **73**

2.2 Progress against KPIs identified in the State of the Sustainability Report

- a. Per cent of sustainability strategy targets achieved each financial year:

Sustainability reporting has now been superseded by the Climate Change Strategy reporting, refer to outcome 2.3

2.3 Progress against actions in the City's Climate Change Strategy

- a. Climate Change Strategy reporting

51% ongoing or complete, **29%** in progress and **20%** to be commenced



Tapper Park nature play area opening - August 2022: (L-R) Deputy Mayor Cr Tom Widenbar, Mayor Logan Howlett, Craig - Project Manager, Cr Carol Reeve-Fowkes, David Scaife MLA, Michelle Dunlop - Atwell Community Association, Jonelle Gilroy - President Atwell Community Association and Cr Tarun Dewan

Cockburn, the best place to be

Financial year 2022-23 CBP KPIs

Key Projects

● = Not completed

● = Reforecast to FY24

● = Completed

Strategy	Project	Progress	Notes
2.1	Coogee Beach Masterplan review	●	Resourcing limitations due to labour market conditions impacted project delivery
2.1	Review Urban Forest Plan 2018-2028	●	
2.1	Undertake Yandjet Park Yangebup Improvements	●	Resourcing, contracts and materials shortages impacted project delivery timeline
2.2	EV chargers at all City infrastructure with Solar	●	Resourcing limitations due to labour market conditions impacted project delivery
2.2	Waterwise Council Action Plan 2018-2028	●	
2.2	Henderson Waste Recovery Park Redevelopment	●	
2.3	Develop the Coastal Management and Development Plan	●	Development of the Coastal Management Development Plan has been superceded by development of the Coastal Hazard Risk Management and Adaptation Plan



Annual Report 2022–2023

3. Community, Lifestyle and Security



3.1 Improved satisfaction with the City's provision of community, recreation and cultural services and facilities

- a. Community buildings, halls, and toilets

2021-22 Score: **66**2022-23 Score: **65**

- b. Sport and recreation facilities

2021-22 Score: **71**2022-23 Score: **72**

- c. Festivals, events, and cultural activities

2021-22 Score: **71**2022-23 Score: **68**

3.2 Improved satisfaction with safety, security and health, and social connection activities

- a. Opportunities to be included and connected to your community

2021-22 Score: **65**2022-23 Score: **62**

- b. Safety and security

2021-22 Score: **56**2022-23 Score: **52**

- c. Mobile security patrols

2021-22 Score: **62**2022-23 Score: **56**

- d. Access to health and community services

2021-22 Score: **68**2022-23 Score: **66**

3.3 Improved satisfaction with recognition and celebration of Aboriginal and Torres Strait Islander and other diverse cultures and heritage

- a. Recognition and respect for Aboriginal people, culture and heritage:

2021-22 Score: **68**2022-23 Score: **66**

Teddy Bears Picnic Event - October 2022



Belly dancing classes at Cockburn Seniors Centre - October 2022

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Financial year 2022-23 CBP KPIs

Key Projects



= Not completed



= Reforecast to FY24



= Completed

Strategy	Project	Progress	Notes
3.1	Review the Disability Access and Inclusion Plan		
3.1	Malabar BMX Park Redevelopment		Resourcing limitations, internal resource not sufficient to delivery Malabar within FY23
3.1	Beale Park Redevelopment		
3.1	Port Coogee Community Space		
3.1	Wally Hagan Recreation Centre Redevelopment		
3.1	Cockburn ARC – Health and Fitness Expansion		Resourcing constraints and conflicting priorities
3.1	Beeliar Reserve Redevelopment		Resourcing, contracts and materials shortages impacted project delivery timeline
3.1	Tempest Park Redevelopment		Resourcing, contracts and materials shortages impacted project delivery timeline
3.1	Santich Park – Upgrade		Resourcing, contracts and materials shortages impacted project delivery timeline
3.1	Manning Park Master Plan Implementation		Funding for Manning Park Masterplan was not included in the FY23 budget. To be addressed through the FY24 budgeting process
3.1	Review the Community, Sport & Recreation Facilities Plan 2018-2033		Key resource changes, reforecast to allow for greater level of stakeholder engagement and alignment with major review of the CBP
3.1	Multicultural Centre for Sport and Education – ARC Precinct		
3.2	Smart Buildings Project (Project BETTI)		
3.3	Aboriginal Cultural and Visitors Centre Development		Significant cost escalation required value engineering to be undertaken. The project timeline will be defined once scope is confirmed
3.3	Review the Reconciliation Action Plan 2018-2021		Reconciliation Australia timeframes have reforecast adoption to FY24

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4. City Growth and Moving Around



4.1 Improved satisfaction with your local shopping area/centre and Cockburn as a place to live

a. Place to live

2021-22 Score: **79**2022-23 Score: **77**

b. Satisfaction with how your local shopping area/centre is being developed

2021-22 Score: **58**2022-23 Score: **58**

4.2 Improved satisfaction with development of Cockburn Central

2021-22 Score: **62**2022-23 Score: **58**

4.3 Improved satisfaction with the City's transport network, cycleways, footpaths and parking

a. Traffic management and control on local roads

2021-22 Score: **58**2022-23 Score: **56**

b. Footpaths and cycleways

2021-22 Score: **60**2022-23 Score: **59**

Cockburn ARC Expansion Announcement - September 2022: (L-R) Simone McGurk - Women's Interests Minister Hon., Dale Alcock - Fremantle Football Club President, David Templeman - Sport and Recreation Minister Hon., David Scaife - Cockburn MLA, Mark McGowan - Premier, Gabby O'Sullivan - Fremantle AFLW forward, Simon Garlick - Fremantle Football Club CEO, Mayor Logan Howlett - City of Cockburn and Victoria Green - City of Cockburn Acting CEO

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Financial year 2022-23 CBP KPIs

Key Projects



= Not completed



= Reforecast to FY24



= Completed

Strategy	Project	Progress	Notes
4.1	Prepare the new Local Planning Strategy for the District		Scheme review is dependent on outcomes of Local Planning Strategy review. Scheme review will commence once Local Planning Strategy is complete
4.1	Prepare the new Local Planning Scheme for the District		
4.1	Cockburn Central Town Centre parking facility feasibility study - AT GRADE		
4.1	Reconnecting Hamilton Hill (post Roe 9) Urban Renewal Project		
4.2	Cockburn Central Carparking Project (Cockburn Central West car parking - Poletti Road)		
4.3	Review and update the City's District Traffic Study 2018		
4.3	Advocacy for Cockburn Road Upgrade, Pedestrian Crossing and Car Parking		
4.3	Semple/Berrigan Realignment		Contracts and materials shortages impacted project delivery
4.3	Hammond Road Duplication		Project has reached 90% completion at the end of the FY23



Bethesda Clinic community open day - February 2023: (L-R) Cr Michael Separovich, Shareenah Virahsawmy - Health Hub Manager Australian Federal Police, David van Ooran - City of Cockburn Chief of Community Services and Mayor Logan Howlett

Annual Report 2022–2023

5. Listening and Leading



5.1 Improved satisfaction with the City's governance and financial sustainability

- a. The City of Cockburn as the organisation that governs the local area

2021-22 Score: **67**

2022-23 Score: **65**

- b. Value for money from Council rates

2021-22 Score: **58**

2022-23 Score: **58**

5.2 Improved satisfaction with the City's community engagement, communications and customer service

- a. How the community is consulted about local issues (ability to have a say on local issues)

2021-22 Score: **60**

2022-23 Score: **49**

- b. Value for money from Council rates

2021-22 Score: **66**

2022-23 Score: **64**

- c. How the community is informed about City services and local issues (how the community is informed about what's happening in the local area)

2021-22 Score: **60**

2022-23 Score: **59**

- d. Customer satisfaction surveys

2021-22 Score: **89%**

2022-23 Score: **86%**

5.3 Improved employee satisfaction with the City as an employer that effectively embraces change, innovation and technology

- a. Employee culture survey – Employer rating score: how likely are staff to promote the City as an employer

2021-22 Score: **86**

2022-23 Score: **75**



International Women's Day - March 2023: (L-R) Lisa Kniebe - City of Cockburn, Cr Chontelle Stone, Karen Woodcock - Dress for Success, Ala Mojaddidi - Business Foundations, Kelley Chisholm - Business Station, Terina Grace - Black Swan Health, Martine Hoosen - Bookwiz Academy & Advisory, Alicia Menkveld - Savvy in Business, Genelle Surace - Small Business Development Corporation (SBDC)

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Financial year 2022-23 CBP KPIs

Key Projects



= Not completed



= Reforecast to FY24



= Completed

Strategy	Project	Progress	Notes
5.1	Deliver Corporate Strategy Framework		Internal resource not sufficient to deliver FY23
5.1	Review Organisational Risk Management Maturity		
5.1	Review and Implement the Corporate Governance Framework		
5.1	Refine the long-term financial planning methods to better integrate with the City's Strategic Community Plan objectives and Implement COVID-19 financial measures		Item reforecast to FY24 to align with major CBP review, major SCP review, major Workforce Plan review. Alignment will enable integration
5.2	Progress community priorities highlighted in MARKYT Community Scorecard 2021		
5.3	Develop and Implement Smart Cities projects in partnership with South West Group		
5.3	Review requirements for required website upgrades		



Radiata Park, Aubin Grove - November 2022: (L-R) Aubin Grove Primary School students, Cr Lara Kirkwood, Mesha Steel - Aubin Grove Primary School Principal, Mayor Logan Howlett, Geoff Webb - Aubin Grove Community Association President, Debra de Groot - Aubin Grove Community Association Secretary/Treasurer and Cr Tarun Dewan

Annual Report 2022–2023

Governance Report

Compliance

Regulations 14 and 15 of the *Local Government (Audit) Regulations 1996* requires every local government to conduct a Compliance Audit for the period 1 January to 31 December each year and to complete a Compliance Audit Return (CAR) as produced by the Department of Local Government, Sport and Cultural Industries (DLGSCI). The CAR must be submitted to DLGSCI no later than 31 March each year.

The City submitted all completed 94 CAR questions into the DLGSCI file uploading facility on 28 March 2023.

The City utilises an online compliance management system for statutory forms such as financial disclosures, gifts, travel contributions and delegated authorities.

Legislative Review

Section 3.16 of the *Local Government Act 1995* requires that all of the Local Laws of a local government must be reviewed within an eight-year period after their commencement to determine if they should remain unchanged or be repealed or amended. The City commenced a review of the *Standing Orders Local Law 2016*, and has deferred the review pending the finalisation of model meeting procedures to be delivered with the Local Government Act Reform.

Freedom of Information

The *Freedom of Information (FOI) Act 1992* (the FOI Act) gives members of the public the right to access documents held by local governments, subject to limitations. The City prepared, as required by section 96 of the FOI Act, an up-to-date information statement and made it available to the public. The City received 22 FOI requests during the 2022-23 financial year.

Public Interest Disclosure

The *Public Interest Disclosure (PID) Act 2003* promotes accountability within state and local government agencies and organisations by facilitating the disclosure of public interest information involving misconduct, offences and misuse of public resources or risks to public health or safety. The Act aims to protect informers who make public interest disclosures. In the 2022-23 financial year, the City had no disclosures under the PID Act.

Audits – External and Internal

External

The Western Australian Office of the Auditor General is responsible for auditing the local government sector and conducted four performance audits focused on local government in the following areas:

- Financial Audit Results – Local Government 2020-21, 17 August 2022
- Funding Volunteer Emergency and Fire Services, 22 December 2022
- Information Systems Audit – Local Government 2021-22, 29 March 2023
- Regulation of Air-handling and Water Systems, 21 April 2023.

The City has adopted the recommendations from the audit findings.

Internal

No internal audits were completed during the financial year. An internal audit will be conducted in 2023 to examine the 'Acting through' principles of the *Local Government Act 1995* and their application within the City of Cockburn Administration. An Internal Audit Plan 2024–2026, accepted by Council, includes four internal audits planned to be conducted between 2024 and 2026, as follows:

- Contract management
- Effectiveness of service delivery planning and review processes
- Fleet management
- Climate change strategy – adaptation.

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Competition Principles Agreement

Embedded into the principles of Australia's National Competition Policy is competitive neutrality, which requires that the prices charged by Local Government operations should aim to recover the full costs of a business activity. The intent is to avoid artificial subsidies that do not provide for commercial operators to compete.

A number of the City's services are exempt from the Competition Policy, as it applies only to business activities that generate income in excess of \$200,000 from fee revenue that is directly generated from external users and an operating expenditure greater than \$2 million. Activities undertaken by the City which have previously been considered for market testing, owing to the competitive nature of the service include:



Domestic waste collection



Waste disposal business



Cockburn ARC (Aquatic and Leisure Centre).

The City has resolved to retain the in-house provision of Cockburn ARC, domestic waste collection and its waste disposal business.

Risk Management

The City procured the services of Moore (Australia) Pty Ltd to conduct a review of its risk management maturity. Following the review, the City has drafted a risk management improvement plan to implement the recommendations from the Moore review over the next two years.



Business Continuity

A review of the City's business continuity management, facilitated by an external service provider, was conducted. The City's approach to business continuity was also a subject of the City's external Risk Maturity Review and will be the subject of further work in 2023-24.



Spearwood Avenue street mural - April 2023: (L-R) Sally Ridge, Haylee Fieldes (Fieldley) and Mitchell Low

Annual Report 2022–2023

Recordkeeping Compliance *Report*

Evaluation of Recordkeeping Systems

Work was undertaken with the organisation's Procurement and Rates and Revenue service units to review their recordkeeping practices through the knowledge management project. This resulted in a number of changes to processes to improve recordkeeping within the teams and reduce the amount of information stored outside the recordkeeping system.

The City's Recordkeeping Plan was reviewed in April 2022 and an amended Recordkeeping Plan was subsequently submitted to the State Records Commission and approved on 2 May 2023. The Plan must be reviewed again by 2 May 2028.

Recordkeeping Training Program

All new staff are required to complete an online Records Awareness Training (RAT) course. The interactive course outlines the recordkeeping roles and responsibilities of all employees at the City of Cockburn. Participants must undertake and pass a short assessment at the completion of the course.

An online course outlining the specific recordkeeping responsibilities of Managers and Supervisors has also been implemented.

Regular training for new and existing staff is held on the use of the organisation's electronic document and records management system, called ECM.

Evaluation of the Recordkeeping Training Program

All participants who attend ECM training are asked to complete a training feedback form. The feedback forms are regularly reviewed and suggestions for improvements are incorporated into the training program.

Recordkeeping Induction Program

New staff must complete the RAT – and where relevant, ECM training – as part of their induction.

New managers/supervisors are also required to complete the online Recordkeeping Training for managers and supervisors.

Capital Grants, Subsidies and Contributions

As per regulation 19BE of the *Local Government (Administration) Regulations 1996*, below are the amounts of capital grants, subsidies and contributions received by the City of Cockburn in the last three financial years for replacing and renewing assets.

Financial year 2022-23 (Unaudited)
\$18,946,612
Financial year 2021-22 (Audited)
\$11,713,792
Financial year 2020-21 (Audited)
\$15,713,474

Trading Undertakings

There is no information about trading undertaking to be included in the Annual Report in accordance with regulation 19BB of the *Local Government (Administration) Regulations 1996*.

Land Transactions

There is no information about land transactions to be included in the Annual Report in accordance with regulation 19BC of the *Local Government (Administration) Regulations 1996*.

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Breaches by Elected Members

Minor breach complaints

Five minor breach complaints were received in 2022-23 and were reported to the Local Government Standards Panel. Two complaints were upheld. The cost of the complaints for the City was \$5,192.

One complaint was upheld by the State Administrative Tribunal against a former Councillor, Lee-Anne Smith, for breach of regulation 7(1)(b) of the *Local Government (Rules of Conduct) Regulations 2007* (WA). Former Councillor Smith made derogatory, sarcastic comments, and intended to cause detriment to Mr Stephen Cain, who was the CEO of the City of Cockburn at the time. The former councillor was required to make a public apology by way of a public notice in the West Australian newspaper on 17 June 2023.

Former Councillor Lee-Anne Smith also breached regulation 11 of the *Local Government (Rules of Conduct) Regulations 2007* (WA) on three occasions when she failed to make an impartiality declaration at the City of Cockburn's Special Council Meetings held on 4 November 2019, 4 December 2019, and 13 January 2020.

The second complaint was sanctioned by the Local Government Standards Panel against Councillor Michael Separovich who committed one minor breach under the *Local Government Act 1995* (WA) ("the Act") and Regulation 20 of the *Local Government (Model Code of Conduct) Regulations 2021* ("the Regulations").

The sanction by the Local Government Standards Panel was that Councillor Michael Separovich:

1. Publicly apologise by notice of public censure in the West Australian newspaper, when he threatened Mr Donald Mervyn Green, in relation to a minor breach complaint that was made against him by a member of the public.
2. Make the monetary payment of \$1,860.



Annual Report 2022–2023

Building and Development Applications *Report*

Building



2,167
building permits issued



The average issuance time for a building permit in 2022-23 was:



Total value of building works
\$410m

Certified
7
working days

Uncertified
19
working days

Building approvals for previous years compared to 2022-23 are as follows:

Year Ending	Number of Permits	\$million Value	\$million Fee	Residential	Commercial	Industrial	Other
30 June 2020	2,247	349	0.71	1,076	80	14	1,169
30 June 2021	3,444	616	1.24	1,993	121	9	1,321
30 June 2022	2,554	502	0.97	1,132	129	18	1,276
30 June 2023	2,167	410	1.42	832	225	N/A	1,054



Waliabup Bibra Lake Skate Park

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Development Applications

809 development applications received,
a 7.11 per cent decrease from the previous year

552 new lots were approved
(green title, survey strata and built strata),
an increase of 24.38 per cent from the previous year

491 development applications
were required to be determined within 60 days.
The City determined 75.56 per cent of those applications within 60 days

The estimated construction value of all development applications received over the year was **\$323 million**, an increase of 20.97 per cent or \$56 million.

158 development applications
were required to be determined within 90 days.
The City determined 65.45 per cent of those applications within 90 days



Annual Report 2022–2023

Community Engagement and Customer *Satisfaction*

The City is committed to engaging with its community and providing exceptional service. This section summarises the engagement undertaken in this financial year and outlines the results of the customer surveys.

Community Engagement Report

The City undertakes community engagement throughout the year to seek feedback on various initiatives and to inform the community of its priorities.

The City's focus is to inform, consult and provide opportunities for active participation in City projects and activities. The City uses a variety of methods to seek feedback including listening posts, workshops, surveys, meetings, one-on-one conversations and more.

These projects are communicated using a number of mediums. Some examples include direct mail, newspaper advertisements, e-newsletters, social media and signage.

Over the past 12 months, the City has attracted community input via its Comment on Cockburn community engagement website which had:



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Customer Satisfaction

The City undertakes independent customer satisfaction surveys* across a number of service units each year. The percentage of satisfied customers reported is the number of customers who scored the service seven or more out of 10.



Property and Assets:
James - Leading Hand
Maintenance

Service	% Satisfied customers
Henderson Waste Recovery Park Domestic	98
Youth Centre	98
Front Counter	98
CoSafe	97
Library - overall visit experience	96.5
Library - satisfaction with customer service	96.3
Ranger Services (customer requests)	96.3
Henderson Waste Recovery Park Commercial	94.2
Sports Field Hire and Booking Services	93.2
Swimming Pool Inspection Service	92.6
Cockburn Care	92
Seniors Services	91.7

Service	% Satisfied customers
Building Services	88.6
Port Coogee Marina (customer service)	86.6
Contact Centre	86.1
Development Services	84.7
Facility Booking and Management Services	82.4
Port Coogee Marina (infrastructure)	81.7
Community Centres and management of them	80.7
Sports Fields and management of them	77
Public Health Services (customer requests and food premise inspections)	71.9
Civil Infrastructure (construction and maintenance)	70.9
Environment, Parks and Streetscapes (customer requests)	63.7

*Undertaken by Research Solutions in 2022-23. Survey frequencies and timing vary according to service area.



Road Construction: Mustafa
- Operations Supervisor and
Saravana, Civil Infrastructure
Coordinator

Customer Experience: Tracy and Gemma - Customer Experience Officers

Annual Report 2022–2023

Climate Change and Sustainability *Snapshot*

The City's Climate Change Strategy 2020-2030 sets a vision to continue being a leader in climate resilience and sustainability. We aim to become a carbon-neutral City and commit to working together to adapt to our changing climate.

The Strategy's Climate Resilience Roadmap, which forms our reporting framework until 2030, has 14 objectives and aspirational targets which are supported by a detailed action plan.

Highlights

Leadership, Education and Collaboration

- ✓ 42 free Home Eco Audits provided to residents, and 14 Sustainability Grants awarded
- ✓ Waste Wise Events Policy reviewed, strengthened and endorsed by Council
- ✓ Investment into the Greenhouse Action Fund continued.

Mitigation

- ✓ Reduced the City's carbon emissions from electricity by 4% and petrol by 40%
- ✓ 14% renewable electricity with solar PV on 26 buildings
- ✓ Maintained a zero emission fleet with EV and hybrid fleet vehicles plus biodiversity offsets for remaining emissions
- ✓ Delivered two carbon-neutral events, Coogee Live and Christmas on the Green
- ✓ 64% increase in recovered waste materials (e.g., green waste, recycling).


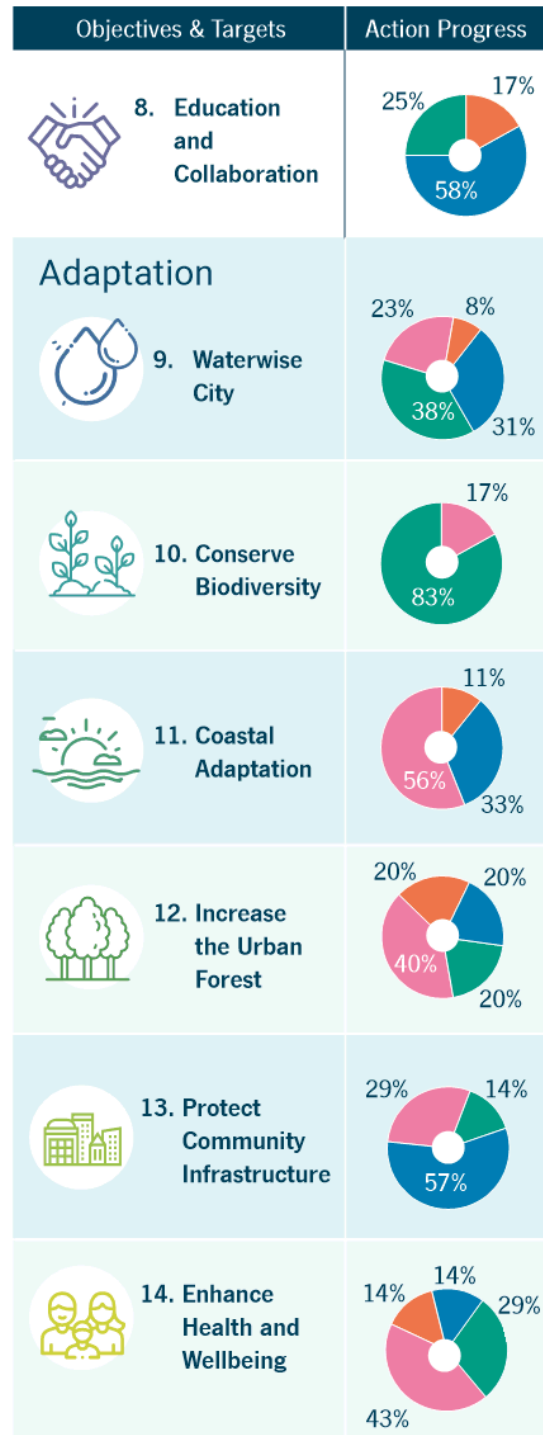
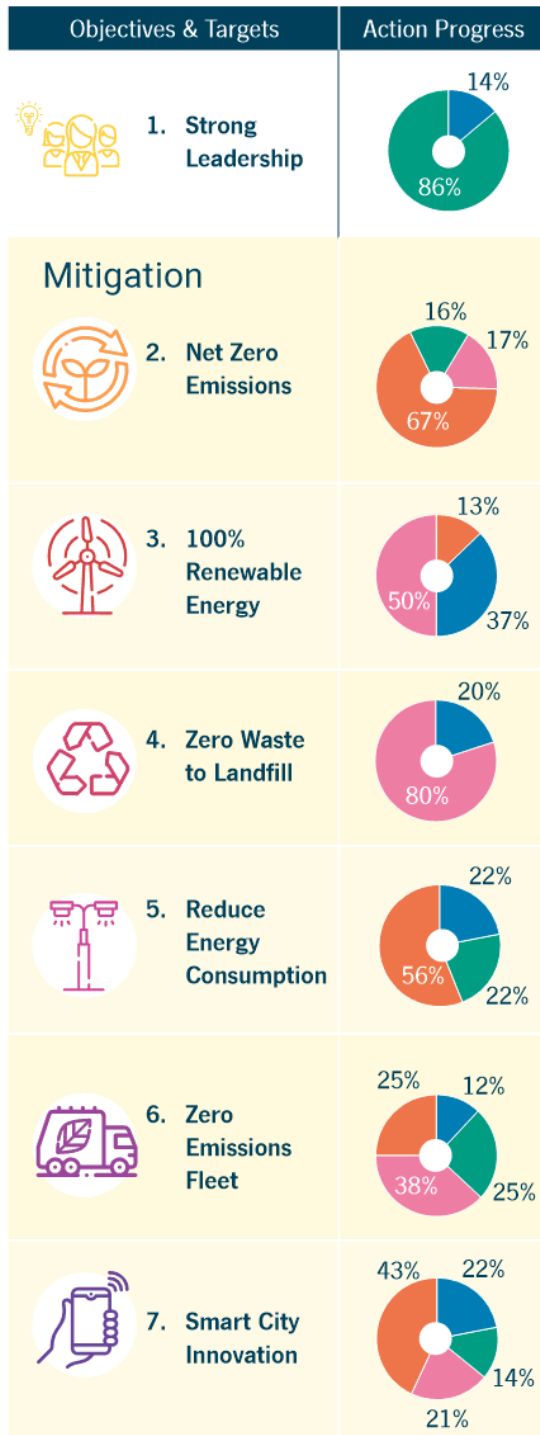
Adaptation

- ✓ Retained Gold Waterwise Council and Gold Waterwise Aquatic Centre status
- ✓ 41 Waterwise Verge Rebates supported, and 9 Landowner Biodiversity Grants awarded
- ✓ Area of conservation reserves increased by 1.9 ha
- ✓ Planted approximately 1,250 trees and 65,000 seedlings, increasing City wide canopy cover to 18%
- ✓ Public Health Plan and Bushfire Risk Management Plan updated to consider climate change risks.



Cockburn, the best place to be

Climate Resilience Roadmap

Key  = Ongoing  = Completed = In Progress  = To be Commenced

Annual Report 2022–2023

Disability Access and Inclusion *Report*

The City's Disability Access and Inclusion Plan (DAIP) provides a framework for translating the principles and objectives of the *Disability Services Act 2003* into achievable initiatives. Below are the highlights for implementation of the DAIP for the 2022-23 financial year.

Outcome 1: People with disability can access City of Cockburn services and events

Cockburn ARC hosted a Sports for All series of events in lead-up to International Day for People with Disability

Cockburn ARC purchased a few accessible gym-related pieces of equipment to ensure all members of the community can participate in the centre

A new program was launched through the Cockburn Seniors Centre to assist seniors to learn and explore new technologies such as phones and tablets.

Outcome 2: People with disability have equal opportunity to access buildings and other facilities at the City of Cockburn

A simple but effective initiative which has received positive feedback, was undertaken to improve the acoustics in the Seniors Centre for members

During the development of the Community, Sport and Recreation Facilities Plan the disability reference group was engaged to discuss the utilisation of current facilities and how to improve participation and access for people with disabilities

Further work has taken place over the past summer, to make our beaches more accessible with the installation of a new mobi-mat at C.Y. O'Connor Beach.

Outcome 3: People with disability receive information that is readily accessible from the City of Cockburn

The City hosted a further round of accessible documents training delivered by Visibility

The City is currently reviewing the website to continue to enhance the accessibility of information and maintain its commitment to the Web Content Accessibility Guidelines 2.1 rating

The City has updated its Corporate Writing Style Guide to include several processes to ensure the accessibility of information. This includes audio descriptions and captioning for videos, appropriate language, and accessible templates.

Outcome 4: People with disability receive the same level of quality service as other people in the community from staff at the City of Cockburn

A series of Auslan workshops was introduced to continue to develop the skills of staff to better interact and communicate with the Deaf community

60 staff attended a workshop on supporting people from the LGBTIQ+ community

97 staff attended disability awareness sessions and 27 completed the online refresher training.

Cockburn, the best place to be

Outcome 5: People with disability have equal opportunity to lodge complaints to the City of Cockburn

Key findings from the annual community scorecard were included in the review of the Disability Access and Inclusion Plan.

Outcome 6: People with disability have the same opportunities as other people to participate in any public consultation by the City of Cockburn

The City's Disability Reference Group continued to play an important role in the community engagement process, with contributions to a number of projects including the DAIP review, Community Sports & Recreation Facilities Plan, Disability Transport Framework and Cockburn Aboriginal Cultural and Visitors Centre

The City of Cockburn undertook the process of reviewing and updating its Disability Access & Inclusion Plan for 2023-2028. As part of the process, a series of community engagement sessions were undertaken in several formats. The community were able to provide comment through in person sessions, online, surveys, direct email, or phone contact.

Outcome 7: People with disability have the same opportunities as other people to obtain and maintain employment with the City of Cockburn

The City has undertaken the development of its Diversity, Equity, Inclusion and Belonging Framework which outlines the plan to ensure all employees at the City of Cockburn are valued and included and receive equal opportunity in their employment. As part of this framework, a focus will include the employment of people with disability, stipulating a path to which the organisation can recruit and retain employees with disabilities

The City has engaged an organisation to assist in the development of this work.



Annual Report 2022–2023

The Plan for the *Future*

This section of the annual report outlines the City's plans for the future, identifies emerging issues and provides an overview of the Strategic Community Plan and the Corporate Business Plan.

Emerging Issues

Economic Challenges

The Australian economy is facing challenges as global growth remains slow and the cost of living increases. The country's GDP growth is expected to be slow due to rising interest rates, declining real wealth and higher living costs. The increase in net arrivals following the reopening of the international border has supported employment growth; however, GDP per capita figures have declined for two consecutive quarters.¹ The unemployment rate is expected to rise as a result of output growth slowing. The City has experienced cost pressures over the last financial year; however, it remains well positioned in the current dynamic economic environment.²

Environmental Challenges

Climate change impacts have been identified as a key factor for future planning. The City will need to be prepared for a possible rise in sea level, an increase in erosion impacts on vulnerable coastal areas, an increase in temperatures and a drying climate. Managing development and climate impacts on the City's tree canopy, decrease in groundwater availability and bushfire mitigation are also key environmental challenges for the future.³ The City is actively investing in green infrastructure, promoting energy efficiency and renewable energy, supporting public transportation, and protecting and restoring natural areas.

Source: ¹ Australian National Accounts: National Income, Expenditure and Product, June 2023, Australian Bureau of Statistics ([abs.gov.au](https://www.abs.gov.au/statistics/economy/national-accounts/australian-national-accounts-national-income-expenditure-and-product/jun-2023))

² Australia Economic Outcome OECD, June 2023, Australia projection note OECD Economic Outlook June 2023 by OECD ([issuu.com](https://issuu.com/oecd_publishing/docs/australia-oecd-economic-outlook-june-2023?fr=s0WVvKYUwNTY2MTA))

³ Western Australian Climate Projections, September 2021 ([www.wa.gov.au](https://www.wa.gov.au/system/files/2022-01/Western_Australian_Climate_Projections_Summary.pdf))



Cockburn, the best place to be

City Growth and Moving Around Challenges



Traffic congestion is a challenge in Cockburn and the greater Perth area, and it will continue to be a priority area due to population growth.⁴ Steps taken at a local, state and federal level by improving public transportation, investing in new transportation infrastructure, implementing intelligent transportation systems, and other road improvement works aim to reduce congestion. The City will need to identify strategic partnerships and work collaboratively with the other local governments and the Federal government to address this issue.

Community, Lifestyle and Security Challenges



Services to enhance safety and security, and services to support our ageing, culturally diverse and growing community, continue to be important priorities into the future. Community safety and crime prevention issues are complex in nature and require all levels of government and the community to work together to achieve significant change over the life of this plan.⁵ An increase in mental health and social issues will require the City to continue to increase provision or facilitation of responsive local social support and mental health services for the community.

Listening and Leading Challenges



Financial sustainability challenges will continue, including pressure for rate capping, increasing ratepayer expectations and demand to decrease 'red tape', and increased materials costs. Over the next 10 years it is anticipated that society will continue its digital transformation journey that will enable new innovative products and services, drive efficiency and allow better decision-making. Legacy systems are also an emerging issue that are creating challenges for large organisations to be agile and adapt to change. Cybersecurity continues to be a global and local risk that will need to be managed into the future.

The City, like all local governments, faces challenges related to the balance between local autonomy and state control, disparities in resources among different levels of government, transparency and accountability concerns. The City will require governance to continue managing these challenges and the expectations of ratepayers.⁶

Source: ⁴ National, state and territory population, September 2023 Australian Bureau of Statistics (abs.gov.au)

<https://www.abs.gov.au/statistics/people/population/national-state-and-territory-population/mar-2023>

⁵ Megatrends PWC, October 2022, (www.pwc.com) <https://www.pwc.com/gx/en/issues/assets/pdf/pwc-megatrends-october-2022.pdf>

⁶ Technology Trends Outlook 2023, July 2023 (www.mckinsey.com)

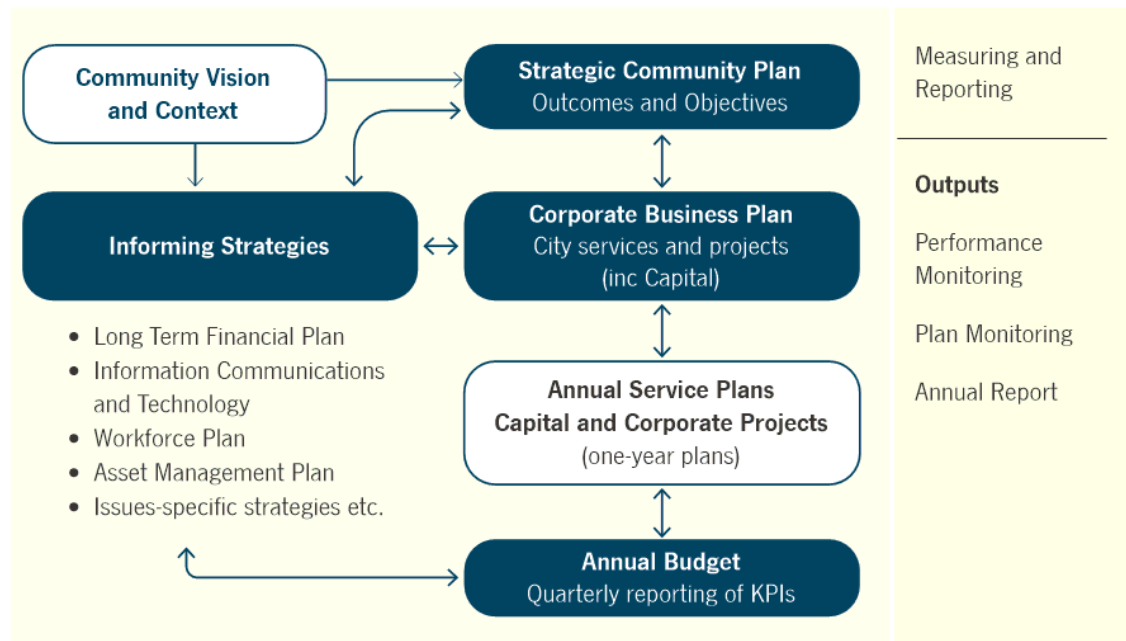
<https://www.mckinsey.com/capabilities/mckinsey-digital/our-insights/the-top-trends-in-tech#new-and-notable>



Upgrade to Goodchild Park clubrooms complete - November 2022: (L-R) Phoenix Lacrosse Club rep, Junior Phoenix Lacrosse Club rep, Colin Moir - President Phoenix Lacrosse Club, Junior Cockburn Cricket Club rep, Cockburn Cricket Club - James Matkovich and Jorja Goddin

Annual Report 2022–2023

Integrated Planning and Reporting Framework



The flow chart above illustrates the Integrated Planning & Reporting Framework.



Cockburn, the best place to be

Strategic Community Plan

The City's Strategic Community Plan 2020-2030 sets the strategic direction for the organisation. A minor review of the plan was undertaken in 2021 and the next major review is scheduled for 2025. The City continues to deliver on the vision and outcomes identified through the Strategic Community Plan.

Corporate Business Plan

The Corporate Business Plan 2020-2021 to 2023-2024 outlines the City's activities to deliver against the Strategic Community Plan 2020-2030. The Corporate Business Plan hinges on the acceptance of priorities, outcomes and strategic objectives included in the Strategic Community Plan.



Cockburn NAIDOC Community Event - July 2022



Show Off 18 Art Exhibition - March 2023



Volunteer of the Year Awards - October 2022: (L-R) Cr Philip Eva JP, Brad Marston - Marine Rescue Cockburn, Cr Tarun Dewan, Serena Gamble - Feed It Forward, Deputy Commander Brett Barbarich - Marine Rescue Cockburn, Kate De'Laney - Pregnancy and Infant Loss Australia, Gary Allen - Cooby Cares, Cr Chontelle Stone, Felicity Bairstow - The Wetlands Centre Cockburn, Mayor Logan Howlett, Serene Anderson - Friends of the Community (FoC), Vicky - City of Cockburn Environmental Education Officer, Joyce Gadalón, Brian Bell, Janet Bell, Morgan Campbell - Turtle Tracker, Connie (Concettina) Celenza - Fremantle All Abilities Netball Club, Marie Brand - Yangebup Progress Association, Jane Snare - Cooby Youth Space, Deputy Mayor Cr Tom Widenbar, Cr Lara Kirkwood and Cr Phoebe Corke

Annual Report 2022–2023

The Year Ahead

Below are the priority projects the City is undertaking in the 2023-24 financial year to deliver against each of the community outcomes, as outlined in the Corporate Business Plan. For full details on the City's priority projects please refer to the City of Cockburn Corporate Business Plan 2020-2021 to 2023-2024 which is on the City's website.

Local Economy

Increased investment, economic growth and local employment

Position Cockburn as a leader in the Blue Economy

Develop Visitor Economy Approach

Development of investment attraction program and prospectus

Cockburn Blue Innovation Hub – operationalising

Development of the international engagement program

Development of strategic partnership program.

Environmental Responsibility

Protection and enhancement of our natural areas, bushland, parks and open spaces

Yandjet Park improvements.

Sustainable resource management including waste, water and energy

EV chargers at all City infrastructure with solar

Cockburn Resource Recovery Park Redevelopment Stage 2.

Address Climate Change

Implement Climate Change Strategy 2020-2030

Coastal Hazard Risk Management and Adaptation Plan.

Community, Lifestyle and Security

Accessible and inclusive community, recreation and cultural services and facilities that enrich our community

Development of new Youth Plan

Development of new Arts and Culture Strategy

Develop Public Art Masterplan

Commence Malabar BMX Park Redevelopment

Wally Hagan Recreation Centre Redevelopment business case

Cockburn ARC – Health and Fitness Expansion (Commence works)

Beale Park Redevelopment

Coogee Golf Course Review

Beeliar Reserve Redevelopment

Tempest Park Redevelopment

Santich Park – upgrade

Review the Community, Sport & Recreation Facilities Plan 2018-2033

Commence Omeo Public Amenities & Shelters Development

Development of new Age-friendly Plan

Review Public Health Plan 2013-2018.

A safe and healthy community that is socially connected

Development of the Bushfire Risk Management Plan

Aboriginal and Torres Strait Islander cultures and other diverse cultures and heritages are recognised and celebrated

Aboriginal Cultural and Visitors Centre Development (Commence works)

Review the Reconciliation Action Plan 2018-2021.

Cockburn, the best place to be

City Growth and Moving Around

**An attractive, socially connected and diverse built environment**

Local Planning Scheme Review (Commence Preparation)

Preparation of Coogee Beach Masterplan

Civic Facilities Planning.

An integrated, accessible and improved transport network

Review and update the City's District Traffic Study 2018

Phoenix and Rockingham Road Roundabout (Commence works).



Turtle trackers - October 2022:
Trained Turtle trackers volunteers

Listening and Leading

**Best practice governance, partnerships and value for money**

Local Law review

Risk maturity improvement program delivery

Major Strategic Review Program – Corporate Business Plan, Strategic Community Plan, Long-term Financial Plan and Workforce Plan

Develop approaches for the implementation of changes to the Integrated Planning and Reporting Framework as part of Local Government Reform.

High quality and effective community engagement and customer service experiences

Implementation of Customer Experience Improvement Program.

Employer of choice focusing on equity, innovation and technology

WHS compliance program

SaaS migration to the cloud

IT Personnel Hardware Refresh (previously called Staff Mobility Enablement). Zero client desktop replacement.



Hiroshima Tree Planting - August 2022: Coogee Primary School

Annual Report 2022–2023



Cockburn, the best place to be

Financial Report

To view the City of Cockburn's Annual Financial Report 2022-23 on the City's website visit the link below and scroll down. **(to be provided after the Financial Report is adopted by Council)**

www.cockburn.wa.gov.au



**City of Cockburn**

Whadjuk Boodja

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PO Box 1215, Bibra Lake DC WA 6965

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This information is available in alternative formats upon request.

Cockburn, the best place to beManning Park,
Hamilton Hill

14.5.5 Child Care Expense Reimbursement

Executive	Executive Governance and Strategy
Author	Executive Governance and Strategy
Attachments	<ol style="list-style-type: none"> 1. Elected Member Entitlements - Allowances and Reimbursements Policy ↓ 2. Childcare Claim - Cr Widenbar: December 2022 to October 2023 ↓

RECOMMENDATION

That Council:

- (1) AUTHORISES reimbursement of \$1710.00 to Councillor Widenbar for child care expenses in accordance with regulation 32 1(c) of the *Local Government (Administration) Regulations 1996*.

Background

Pursuant to section 5.98(2)(a) and (3) of the *Local Government Act 1995* (the Act), a council member who incurs an expense of a kind prescribed in regulation 31(1) of the LG Regulations is entitled to be reimbursed for the expense to the extent determined in section 8.2(1) to (5) of this Part.

Regulation 31(1) of the *Local Government (Administration) Regulations 1996* (the Regulations) prescribes the following kinds of expenses that are to be reimbursed:

- rental charges incurred by a council member in relation to one telephone and one facsimile machine; and
- child care and travel costs incurred by a council member because of the member's attendance at a council meeting or a meeting of a committee of which he or she is also a member.

Council have adopted the Elected Member Entitlements – Allowances and Reimbursements Policy (the Policy) to provide a clear outline of entitlements available to Elected Members under the Act and the Regulations and within the prescribed ranges established by the Salaries and Allowances Tribunal through a determination published in the Government Gazette from time to time.

Councillor Widenbar has submitted a claim for reimbursement of child care expenses, some of which fall outside of the Policy and must be referred to Council for approval

Submission

N/A

Report

The Policy provides, in relation to child care expenses as follows:

2. Child care costs

Elected members are entitled to be reimbursed childcare costs, while attending Council and Committee Meetings and other meetings. In accordance with Regulation 31(1)(b) of the Local Government (Administration) Regulations 1996, childcare costs will be paid to the maximum allowance as determined by the Salaries and Allowances Tribunal annual determination, or the actual cost per hour, whichever the lesser amount is. The expense incurred for childcare costs can be reimbursed using the claim form and substantiated with details of date(s), the provider's name and address, meeting/event attended and number of hours, together with original receipts attached to the claim form, or other proof of expenditure. Childcare costs will not be paid for where the care is provided by a family member living in the same premises as the Elected Member.

Councillor Widenbar has submitted a claim for reimbursement of child care expenses, some of which fall outside of the scope of the Policy, however, are expenses eligible for reimbursement in accordance with the Act. Those claims which fall outside the scope are detailed in Attachment 1.

In accordance with Council policy, Elected Members are entitled to be reimbursed child care costs incurred when attending Council and Committee Meetings and other meetings. The policy also provides that claims are to be submitted within 6 months.

The Policy provides for reimbursement of child care costs for attending Council and Committee meetings and other meetings, therefore the Administration can only give effect to approvals within the limitations of the Policy, including approval of claims received outside of the 6 month limitation set by policy.

Council may approve the other requests in accordance with s5.98(2)(b) and the recommendation is the reimbursement be approved.

Strategic Plans/Policy Implications

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

There are sufficient budget provisions for reimbursement of Elected Member child care expenses for this payment to be made.

Legal Implications

Local Government Act 1995

5.98. Fees etc. for council members...

- (2) A council member who incurs an expense of a kind prescribed as being an expense —
 - (a) to be reimbursed by all local governments; or
 - (b) which may be approved by any local government for reimbursement by the local government and which has been approved by the local government for reimbursement, is entitled to be reimbursed for the expense in accordance with subsection (3).
- (3) A council member to whom subsection (2) applies is to be reimbursed for the expense —
 - (a) where the extent of reimbursement for the expense has been determined, to that extent; or
 - (b) where the local government has set the extent to which the expense can be reimbursed and that extent is within the range determined for reimbursement, to that extent.

Local Government (Administration) Regulations 1996

31. Expenses to be reimbursed (Act s. 5.98(2)(a))

- (1) For the purposes of section 5.98(2)(a), the kinds of expenses that are to be reimbursed by all local governments are —...
 - (b) child care and travel costs incurred by a council member because of the member's attendance at a council meeting or a meeting of a committee of which he or she is also a member; and
 - (c) child care and travel costs incurred by a council member in completing the training required by section 5.126(1).

32. Expenses that may be approved for reimbursement (Act s. 5.98(2)(b))

- (1) For the purposes of section 5.98(2)(b), the kinds of expenses that may be approved by any local government for reimbursement by the local government are —
 - (a) an expense incurred by a council member in performing a function under the express authority of the local government; and
 - (b) an expense incurred by a council member to whom paragraph (a) applies by reason of the council member being accompanied by not more than one other person while performing the function if, having regard to the nature of the function, the local government considers that it is appropriate for the council member to be accompanied by that other person; and
 - (c) an expense incurred by a council member in performing a function in his or her capacity as a council member.

Community Consultation

N/A

Risk Management Implications

There is nominal risk associated with the recommendation in this report. The expenses are claimable by the Elected Member, however not approvable by the Administration in accordance with the limitations of the Policy.

Advice to Proponent(s)/Submitters

N/A

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

Nil

Title	Elected Members Entitlements - Allowances & Reimbursements
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Policy Type

Council

Policy Purpose

The objectives of this policy are:

1. To provide a clear outline of entitlements available to Elected Members under the Local Government Act 1995 (the Act) and Local Government (Administration) Regulations 1996 (the Regulations) and within the prescribed ranges established by the Salaries and Allowances Tribunal through a determination published in the Government Gazette from time to time.
2. To enable Elected Members to be accessible to the community, their colleagues and the City's staff.

Equipment and facilities subject to this policy are provided to Elected Members on the absolute understanding that they will not be used for any election purposes.

Policy Statement

In addition to those entitlements available to Elected Members (Member/s) under legislation, the policy outlines "approved expenses" the City will reimburse to Elected Members when incurred in their capacity as an Elected Member.

The Council also recognises that Elected Members have a responsibility to undertake training and development necessary to fulfil their duties of public office. To this end Council has a separate policy "Attendance at Conferences, Seminars and Training" which provides for allowances to facilitate attendance at conferences and training opportunities.

(1) Prescribed allowances

1. Mayoral Allowance

The annual local government allowance for the Mayor (in addition to any fees or reimbursements of expenses payable under the Act and Regulations) is recommended to be the maximum amount as determined by the Salaries and Allowances Tribunal, subject to the formal resolution of Council

2. Deputy Mayoral Annual Allowance

An annual local government allowance is to be paid to the Deputy Mayor (in addition to any fees or reimbursements of expenses payable under the Act and Regulations), is recommended to be the maximum percentage determined by the Salaries and Allowances Tribunal of the annual allowance to which the Mayor is entitled, subject to the formal resolution of Council.

[1]

Document Set ID: 8232292
Version: 8, Version Date: 29/07/2022

Title	Elected Members Entitlements - Allowances & Reimbursements
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3. Annual Meeting Attendance Allowance

In lieu of paying Elected Members a meeting attendance fee for Council, Committee or prescribed meetings, it is recommended to pay the maximum amount within the range set by the Salaries and Allowances Tribunal from time to time that may be paid annually, subject to the formal resolution of Council.

(2) Prescribed expense reimbursements (Administration Regulation 31(1)(b))

1. Travel expenses

Elected members who attend Council, Committee, Council appointed Reference Groups or other formally arranged meetings, briefings, civic functions, seminars or training on behalf of the Council, are entitled to be reimbursed travel expenses. Councillors will be automatically paid the prescribed mileage, allowance for attendance at formal Council meetings and Standing Committee meetings, in accordance with Clause (9) 2(a) of this Policy.

2. Child care costs

Elected members are entitled to be reimbursed childcare costs, while attending Council and Committee Meetings and other meetings.

In accordance with Regulation 31(1)(b) of the *Local Government (Administration) Regulations 1996*, childcare costs will be paid to the maximum allowance as determined by the Salaries and Allowances Tribunal annual determination, or the actual cost per hour, whichever the lesser amount is.

The expense incurred for childcare costs can be reimbursed using the claim form and substantiated with details of date(s), the provider's name and address, meeting/event attended and number of hours, together with original receipts attached to the claim form, or other proof of expenditure.

Childcare costs will not be paid for where the care is provided by a family member living in the same premises as the Elected Member.

(3) Discretionary expense reimbursements (Administration Regulation 32(1))

1. Parking

Car-parking fees:

- (a) Incurred attending an event in their capacity as a Council member; or
- (b) Incurred where an Elected Member having driven their private vehicle to their place of work, attends an event (in their capacity as a Council Member) directly following work, instead of travelling to the event by taxi.

[2]

Title	Elected Members Entitlements - Allowances & Reimbursements
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2. Minor hospitality

Elected Members may be reimbursed reasonable minor hospitality costs, up to a maximum amount of \$30, incurred while attending meetings, functions, events and other occasions while undertaking the recognised functions of an Elected Member referred to elsewhere in this Policy.

3. Consumable Office supplies

Elected members may be reimbursed for any consumable office supplies reasonably required to undertake the recognised functions of an Elected Member, excluding any costs incurred relevant to any elections.

4. Other approved expenses

Council will reimburse the following expenses incurred by Elected Members in carrying out their duties or performing their functions:

- (a) Dry cleaning specifically incurred because of attending recognised Council related functions referred to elsewhere in this Policy
- (b) Hire of clothing when attending a recognised Council related function.
- (c) Permissible personal expenses not otherwise paid in advance by the City incurred as a result of attending a conference, seminar or training as a delegate of Council in accordance with Council Policy "Attendance at Conferences, Seminars and Training".
- (d) Reimbursement of legal representation costs incurred in accordance with Council Policy "Legal Representation & Costs Indemnification – Elected Members & Employees".
- (e) Reimbursement of one(1) Membership of a Professional Association per year, subject to the purpose of the Association being related to the role or function of an elected member, up to a maximum value of \$1,000.

(4) Prescribed allowances paid in lieu of reimbursements

1. Information and Communication Technology (ICT) Allowance

All Elected Members are paid the maximum annual amount for ICT Expenses subject to the formal resolution of Council. The allowance will be paid annually in advance within the range set by the Salaries and Allowances Tribunal through a determination from time to time, calculated from each ordinary election and the full amount will be provided for in each annual budget. The ICT Allowance is for costs relating to:

- (a) telephone rental at the Elected Members' private residence;
- (b) Council related charges for telephone calls made from telephones located at the Elected Members' private residences; and
- (c) mobile telephone rental and call charge plans.
- (d) Laptop, iPad or any desktop computer (with monitor), including,
 - appropriate software

[3]

Title	Elected Members Entitlements - Allowances & Reimbursements
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- printer/scanner
- broadband internet access and router
- associated consumables

(5) Discretionary non-monetary allowances paid in lieu of reimbursements

1. Equipment and stationery

Elected Members will be eligible to receive the following to assist them to undertake the recognised functions of an Elected Member.

- (a) Elected Members will be provided with a mobile computer, compatible with the City's security and other systems.
- (b) Elected Members will be provided with access to a computer for their use within the City's Administration Centre.
- (c) Elected Members will be supplied, as reasonably required to undertake the functions of an Elected Member, with:
 - i. Business cards, and
 - ii. Letterhead template.
- (d) Elected Members will be supplied with a name badge at the commencement of their term of office. Replacement name badges will be supplied, upon request, if lost, stolen, damaged or worn.

(6) Mayoral Vehicle Provision

1. The position of Mayor shall, for the purpose of carrying out the recognised functions of the Mayoral office, be entitled to receive the provision of a fully maintained local government owned vehicle to the equivalent standard of that provided to the Senior Employees. The Mayor of the day may elect to choose a vehicle of a lesser standard at his/her discretion, subject to the City's Light Fleet Purchasing Guidelines.
2. All costs associated with the private use of the Mayoral vehicle are to be reimbursed to the City of Cockburn by the Mayor in accordance with the "Mayoral Motor Vehicle Agreement" detailed in (6) 3 below.
3. Details of the arrangement for the provision, use and responsibilities for the vehicle in (6) 2 above is included in a Deed of Agreement between the City of Cockburn and the Mayor.
4. The calculation of the reimbursement for the private use is by way of a Logbook in accordance with the requirements of the Australian Taxation Office.
5. All disputes in regard to this policy will be referred to the Chief Financial Officer in the first instance. In the event that the Member and the Director cannot reach an agreement, the matter will be submitted to Council for resolution.

[4]

Title	Elected Members Entitlements - Allowances & Reimbursements
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(7) Provision of Support

1. Mayor

The Mayor shall, in carrying out the Mayoral duties and responsibilities, be entitled to receive, the benefit of the following facilities and resources without the reduction of the fees and allowances approved by Council under section 5.98, 5.98A, 5.99 and 5.99A of the Local Government Act 1995.

- (a) the use of an office;
- (b) a City employee or other employee resource to the extent considered appropriate by the CEO ;
- (c) all items associated with the effective and efficient administration of the Mayor's office as determined from time to time by the CEO;
- (d) access to the Elected Member's Lounge and refreshments; and
- (e) the provision of paper copies of all Council and Committee Meeting agendas, upon written request to the CEO.

2. Deputy Mayor and other Councillors:

The Deputy Mayor and other Councillors shall in carrying out their civic duties and responsibilities be entitled to receive the benefit of the following facilities and resources without the reduction of the fees and allowances approved by Council under section 5.98, 5.98A, 5.99 and 5.99A of the *Local Government Act 1995*:

- (a) access to the Elected Member's Lounge and refreshments;
- (b) access to a suitably equipped shared office, reading room, meeting and conference rooms within the Administration Centre with photocopying, printing, facsimile, internet and telephone facilities, as deemed necessary by the CEO to fulfil their Council related functions;
- (c) some secretarial support as deemed necessary by the CEO including limited word processing, photocopying, and postage; and
- (d) the provision of paper copies of all Council and Committee Meeting agendas, upon written request to the CEO.

(8) Insurance

The City will insure or provide insurance cover for Elected Members for:

- 1. Accidental injury whilst engaged in the performance of the official duties of their office, including direct travel to and from activity.
- 2. Liability for matters arising out of the performance of the official duties of their office but subject to any limitations set out in the policy of cover/insurance.
- 3. Spouses/partners of Elected Members when the spouse/partner is accompanying the Member in an official (non-personal) capacity.

[5]

Title	Elected Members Entitlements - Allowances & Reimbursements
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(9) Policy Administration

1. Time Limit on Claims and Approval Process

- (a) Elected Members applying to receive reimbursement of expenses in accordance with the provision of this policy must submit the appropriate Reimbursement of Expenses Form to the Chief Executive Officer, together with acceptable supporting documentation.
- (b) Requests for reimbursement must be received within six (6) calendar months after the expenses is incurred.

2. Payment of fees/allowances

- (a) All Allowances will be paid automatically unless an Elected Member has advised the Chief Executive Officer in writing that they do not want to claim any or part of the available allowances.
- (b) All allowances will be paid monthly in arrears, except for the ICT allowance which will be paid annually in advance, calculated from each ordinary election and will be provided for in each annual budget.
- (c) Any taxation liability arising from these payments is the individual responsibility of each Elected Member.
- (d) If an Elected Member has previously advised that they do not want all or part of the available allowances that they are entitled to, any subsequent request for full or additional payment will not be back paid, but will accrue from the date of such request.
- (e) If an Elected Member ceases to hold office, payment will only be made up to and including the final day of engagement.

3. Dispute Resolution

Any disputes regarding this policy will be referred to the Chief Executive Officer in the first instance. If the Elected Member and the Chief Executive Officer cannot reach an agreement, the matter will be reported to Council for resolution.

Strategic Link:	Governance Framework
Category:	Elected Members
Lead Business Unit:	Governance, Risk and Compliance
Public Consultation: (Yes or No)	No
Adoption Date: (Governance Purpose Only)	14 July 2022
Next Review Due: (Governance Purpose Only)	The policy is to be reviewed every two years through consultation with Elected Members to ensure that it meets its objective and provides clear accountability requirements unless legislative amendments require an immediate review. July 2024
ECM Doc Set ID: (Governance Purpose Only)	8232292

[6]

Document Set ID: 8232292
Version: 8, Version Date: 29/07/2022

Elected Member Chidcare Expenses - Reimbursement Claim Form

(\$30 per hour as per the Local Government (Administration) Regulations 1996 – Reg.31 (1) (b))



Date	Name of Council/Committee Meeting	Payable To	Amount \$	Start	Finish	hours	Total	Amount	Receipt
1/12/2022	CEOPR & OCM Agenda Briefing	Charlotte Hansen	\$ 90.00	5:30:00 PM	8:30:00 PM	3:00	3	90	30
5/12/2022	Sister Cities reference group meeting	Charlotte Hansen	\$ 45.00	5:30:00 PM	7:00:00 PM	1:30	1.5	45	30
8/12/2022	OCM	Charlotte Hansen	\$ 105.00	5:30:00 PM	9:00:00 PM	3:30	3.5	105	30
12/12/2022	EM Training	Charlotte Hansen	\$ 90.00	5:30:00 PM	8:30:00 PM	3:00	3	90	30
19/12/2022	Grants & Donations Ceremony	Charlotte Hansen	\$ 75.00	5:30:00 PM	8:00:00 PM	2:30	2.5	75	30
24/01/2023	CEO Selection panel	Charlotte Hansen	\$ 90.00	5:30:00 PM	8:30:00 PM	3:00	3	90	30
2/02/2023	Meeting with Mayor + Agenda briefing	Charlotte Hansen	\$ 105.00	5:00:00 PM	8:30:00 PM	3:30	3.5	105	30
9/02/2023	OCM	Charlotte Hansen	\$ 105.00	5:30:00 PM	9:00:00 PM	3:30	3.5	105	30
15/02/2023	SCM	Charlotte Hansen	\$ 90.00	5:30:00 PM	8:30:00 PM	3:00	3	90	30
16/02/2023	EM Briefing	Charlotte Hansen	\$ 105.00	5:30:00 PM	9:00:00 PM	3:30	3.5	105	30
23/02/2023	GOVCO + OPCO	Charlotte Hansen	\$ 90.00	5:30:00 PM	8:30:00 PM	3:00	3	90	30
27/02/2023	Citizenship Ceremony	Charlotte Hansen	\$ 60.00	5:30:00 PM	7:30:00 PM	2:00	2	60	30
2/03/2023	SCM + Agenda briefing	Charlotte Hansen	\$ 105.00	5:30:00 PM	9:00:00 PM	3:30	3.5	105	30
9/03/2023	OCM	Charlotte Hansen	\$ 120.00	5:30:00 PM	9:30:00 PM	4:00	4	120	30
16/03/2023	Meeting with Rear Admiral Buckley	Charlotte Hansen	\$ 30.00	3:00:00 PM	4:00:00 PM	1:00	1	30	30
17/03/2023	Show Off Exhibition	Charlotte Hansen	\$ 105.00	5:30:00 PM	9:00:00 PM	3:30	3.5	105	30
21/03/2023	Citizenship Ceremony	Charlotte Hansen	\$ 60.00	5:30:00 PM	7:30:00 PM	2:00	2	60	30
30/03/2023	EM Workshop	Charlotte Hansen	\$ 90.00	5:30:00 PM	8:30:00 PM	3:00	3	90	30
6/04/2023	Agenda briefing/Culture & Events Workshop	Charlotte Hansen	\$ 75.00	5:30:00 PM	8:00:00 PM	2:30	2.5	75	30
13/04/2023	OCM	Charlotte Hansen	\$ 75.00	6:00:00 PM	8:30:00 PM	2:30	2.5	75	30
			\$ 1,710.00						

15. Reports-Standing Committee

15.1 Expenditure Review Committee Meeting – 23/11/2023

15.1.1 Budget Amendments for the FY 24 Municipal Budget

Executive A/Chief Financial Officer

Author A/Head of Finance

Attachments N/A

Officer Recommendation/Committee Recommendation
That Council:

(1) AMENDS the FY24 Municipal Budget as detailed and summarised below:

Nature	Budget Surplus Impact \$
Operating Expenditure – Increase	\$644,849
Capital Expenditure - Decrease	-\$466,085
Transfers from Reserves - Increase	-\$89,520
Net Budget Surplus – Decrease	-\$89,244
Current FY24 Budget Surplus	\$448,710
Revised FY24 Budget Surplus	\$359,466

Background

The Expenditure Review Committee (ERC) is required to review amendments proposed to the City's Municipal Budget before being adopted by Council. This requirement is included under the Terms of Reference for the ERC.

Submission

N/A

Report

Several of the City's service units have requested budget amendments to support their operational and capital program delivery in FY24. These include changes to the City's budgeted operating expenditure, capital expenditure, and net transfers from reserve, resulting in a net budgetary impact of a \$89,244 reduction in surplus.

This reduction in surplus is a result of additional funding required for an existing vacant staff position inadvertently unfunded during the budget development process.

There is also a reallocation of frozen workforce plan funding totalling \$781,301 to the CEO Discretionary Initiatives budget.

This is in accordance with outcomes determined at the CEO KPI Workshop held on 7 November and does not impact the budget surplus position.

The adjusted budget surplus remaining still provides Council with some capacity to fund any unplanned items during the remainder of the current financial year and assist balancing the mid-year budget review.

The table below provides details of the budget amendments submitted for consideration by the ERC and recommendation to the next Ordinary Council Meeting on 14 December 2023:

Description (Service Unit)	Expend. \$	Income \$	Reserves \$	Budget Surplus Impact
SU533 - Asset Management [GL825 - Assets Management Services] FTE for Asset Officer Position (overlooked when preparing the FY24 annual budget)	\$89,244			-\$89,244
SU321 - Recreation Services [CW1686 - Success Reserve Master Plan] Transfer funds to a new operational project (Success Reserve Master Plan) for business case/planning expenses (Carry Forward Reserve)	-\$33,763		\$33,763	\$ -
SU321 - Recreation Services [OP4988 - Port Coogee Centre Fit Out Design] Transfer funds to a new operational project (Success Reserve Master Plan) as contingency for business case expenses (Carry Forward Reserve)	-\$20,000		\$20,000	\$ -
SU321 - Recreation Services [OP NEW - Success Reserve Master Plan] Transfer of funds from CW1686 and OP4988 as nature of expense is now non-capital	\$53,763		-\$53,763	\$ -

Description (Service Unit)	Expend. \$	Income \$	Reserves \$	Budget Surplus Impact
SU321 - Recreation Services [CW6284 - Clubroom Upgrade Beeliar Reserve] Transfer funds to a new operational project account for business case/planning expenses (Carry Forward Reserve)	-\$45,624		\$45,624	\$ -
SU321 - Recreation Services [OP NEW - Clubroom Upgrade Beeliar Reserve] Transfer of funds from CW6284 as nature of expense is now non- capital	\$45,624		-\$45,624	\$ -
SU321 - Recreation Services [CW6285 - Clubroom Upgrade Tempest Park, Coolbellup] Transfer funds to a new Operational project account for Business case/planning expenses (non-capital)	-\$27,891		\$27,891	\$-
SU321 - Recreation Services [OP NEW - Clubroom Upgrade Tempest Park, Coolbellup] Transfer of funds from CW6285 as nature of expense is now non- Capital	\$27,891		-\$27,891	\$ -
SU321 - Recreation Services [OP4049 - Preliminary Design - Legacy Park Lighting] Transfer of funds to OP4048 - Preliminary Design - Aubin Grove Reserve Sports Lighting due to project reprioritisation	-\$20,000		\$20,000	\$ -
SU321 - Recreation Services [OP4048 - Preliminary Design - Aubin Grove Reserve Sports Lighting] Transfer of funds from OP4049 - Preliminary Design - Legacy Park Lighting due to project reprioritisation	\$20,000		-\$20,000	\$ -

Description (Service Unit)	Expend. \$	Income \$	Reserves \$	Budget Surplus Impact
SU321 - Recreation Services [OP4050 - CSRFP Planning Projects] Transfer of funds to OP4047 - Davilak Park Business Case due to project reprioritisation	-\$50,000		\$50,000	\$-
SU321 - Recreation Services [OP4047 - Davilak Park Business Case] Transfer of funds from OP4050 - CSRFP Planning Projects due to project reprioritisation	\$50,000		-\$50,000	\$ -
SU321 - Recreation Services [CW6130 - Dixon Park/Wally Hagan Recreation Centre Redevelopment] Transfer funds to a new operational project account for business case/planning expenses (non-capital)	-\$354,327		\$354,327	\$-
SU321 - Recreation Services [OP NEW - Dixon Park/Wally Hagan Recreation Centre Redevelopment] Transfer of funds from CW6130 as nature of expense is now non-Capital	\$354,327		-\$354,327	\$ -
SU532 - City Facilities [CWNEW - Sign Shop Latex Printer] Purchase new Sign Shop latex printer not budgeted for as current printer has had multiple breakdowns and requires replacement earlier than anticipated (Plant Replacement Reserve)	\$60,000		- \$60,000	\$-
SU514 - Waste Services [CWNEW - Waste Truck GPS Tracking Devices] Purchase of GPS Tracking devices for new waste trucks due to arrive (Waste Collection Reserve).	\$29,520		-\$29,520	\$ -

Description (Service Unit)	Expend. \$	Income \$	Reserves \$	Budget Surplus Impact
SU221 - Technology <i>[CW1677 - CYBER - ISO Review]</i> Transfer funds to a new Operational project account as the nature of the project is Professional Services (Non- Capital)	-\$30,000		\$30,000	\$ -
SU221 - Technology <i>[OP NEW - CYBER - ISO Review]</i> Transfer of funds from CW1677 as nature of expense is now non- Capital	\$30,000		-\$30,000	\$ -
SU221 - Technology <i>[CW6455 - CYBER - Vulnerability Management]</i> Transfer funds to a new Operational project account as the nature of the project is Professional Services (Non- Capital)	-\$50,000		\$50,000	\$ -
SU221 - Technology <i>[OP NEW - CYBER - Vulnerability Management]</i> Transfer of funds from CW6455 as nature of expense is now non- Capital	\$50,000		-\$50,000	\$ -
SU511 - Environment, Parks and Streetscapes <i>[CW1792 - 118 Resident Grants - Community Projects]</i> Transfer funds to a new Operational project account for the Harvest Lakes Residents Group	-\$14,000		\$14,000	\$ -
SU332 – Family and Community Development <i>[OP NEW – Harvest Lakes Residents Group]</i> Transfer of funds from CW1792 as nature of expense is non-Capital	\$14,000		-\$14,000	\$ -

Description (Service Unit)	Expend. \$	Income \$	Reserves \$	Budget Surplus Impact
Various Service Units Transfer funding of various staff positions proposed in the updated Workforce Plan to the CEO Discretionary Initiatives budget.	-781,301			\$781,301
SU001 – Office of the CEO [OP8802 - CEO Discretionary Initiatives] As per CEO KPI Workshop Consulting - \$300,000 Salaries/Super - \$481,301	781,301			-\$781,301
TOTAL	+\$178,764	\$ -	-\$89,520	-\$89,244

Strategic Plans/Policy Implications

Listening & Leading

A community focused, sustainable, accountable and progressive organisation.

- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

The FY24 Municipal Budget currently contains a net budget surplus of \$448,710, as reported to the September 2023 Expenditure Review Committee meeting (adopted October OCM).

The City's net budget surplus will decrease to \$359,466 with the adoption of the budget amendments recommended in this report.

An Absolute Majority of Council will be required to amend the FY24 Municipal budget.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The budget amendments recommended assist the proper financial management of the City's Municipal Budget and support good governance practices at the City.

There is a low-level risk impact to the City's operational and budget performance (through increased budget variances) should Council not approve the budget amendments contained in this report.

Advice to Proponent(s)/Submitters

N/A

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

Nil

15.1.2 Grants, Donations and Sponsorship Allocations for 2023-2024

Executive Chief of Community Services

Author Community Grants Coordinator and Head of Community Development and Services

Attachments 1. Grants, Donations, Sponsorship Recommended Budget Allocations 2023-24 (Sept 2023 Grants Round One) [↓](#)

Officer Recommendation

The Committee recommends Council:

- (1) ADOPTS the revised Grants, Donations and Sponsorship allocations for 2023-24 as attached to the Agenda.

Committee Recommendation

That Council:

- (1) ADOPTS the revised Grants, Donations and Sponsorship allocations for 2023-24 as attached to the Agenda, with the following exception:
 1. Increase the contribution for the RSL to \$15,000 as per their request,
 2. Request further information regarding bus hire cost increases for the RSL year on year and potential school contributions therein.

Background

At the 10 August 2023 Ordinary Council Meeting, Council approved a budget of \$1,455,000 for grants, donations and sponsorship for 2023-24.

The Expenditure Review Committee is empowered to recommend to Council how these funds are to be distributed, after considering the application summary and City Officer's recommendations contained within this report.

Round One grants, donations, and sponsorship for 2023-24 opened on 21 August 2023 for a period of six weeks, closing on 29 September 2023.

A total of 31 applications were received, including fourteen applications for Community Grants and two applications for Cultural Grants, which have been reviewed under the delegated authority of the Head of Community Development and Services.

The remaining twelve applications for Donations and three applications for Group Sponsorship are to be considered by the Expenditure Review Committee.

Submission

N/A

Report

Donations

Donations are available to cover the operating or ongoing expenses of not-for-profit, benevolent organisations that directly assist the disadvantaged and/or vulnerable within the Cockburn community.

This does not include sports clubs, residents' associations, or other special interest groups.

Round one 2023-24 donation recommendations for Council approval are as follows:

Applicant	Comment	Requested Amount	Recommended Amount
Dance Ability Performing Arts Kelete (DAPAK)	As requested	\$4,800	\$4,800
Marine Rescue Cockburn (Cockburn Volunteer Sea Search and Rescue Group)	As requested	\$15,000	\$15,000
Connecting Community 4 Kids (auspiced by Kwinana Early Years)	As requested	\$9,000	\$9,000
The Hub 6163	An increase of \$4,000 funding in comparison to funding received (\$8,000) in 2022 has not been justified. A \$2,000 increase is recommended.	\$12,000	\$10,000
Yangebup Family Centre Inc.	As requested	\$15,000	\$15,000
RSL-City of Cockburn Sub-Branch	An increase of \$5,000 funding in comparison to funding (\$10,000) received in 2022 has not been justified. A \$2,000 increase is recommended.	\$15,000	\$12,000
Cockburn Community and Cultural Council Inc	As requested	\$10,000	\$10,000
South Lake Ottey Family and Neighbourhood Centre Inc	An increase of \$5,000 funding in comparison to funding (\$13,000) received in 2022 has not been justified. A \$2,000 increase is recommended.	\$18,000	\$15,000
Meerilinga Children and Community Services Inc	An increase of \$5,000 funding in comparison to	\$15,000	\$10,000

Applicant	Comment	Requested Amount	Recommended Amount
	funding received in 2022 (\$10,000) has not been justified.		
Cockburn Central YouthCARE Council (CCYC)	As requested	\$20,000	\$20,000
Cockburn Toy Library	As requested	\$7,000	\$7,000
St Vincent de Paul Society Yangebup	As requested	\$5,000	\$5,000
Total			\$132,800

At the Ordinary Council Meeting on 10 August 2023, Council approved \$210,000 for the 2023-24 donations budget.

A total of \$132,800 is recommended for Council approval, leaving a balance of \$77,200 available for donations in round two (March 2024).

A summary of the donation applications and officer recommendations are below:

Applicant: Dance Ability Performing Arts Kelete (DAPAK)

Requested: \$4,800

Recommended: \$4,800

DAPAK was established in 2015 and is a not-for-profit organisation that provides dance and music therapy for people with disability.

Co-located at Kelete Studio's in Hamilton Hill with Kelete Theatre & Performing Arts Company, the studio is fitted with ramps and a wheelchair accessible bathroom.

DAPAK provides people with disability, a safe and inclusive space to express themselves, develop social skills and friendships, build confidence, participate in physical activity, perform on stage, and ensures that everyone feels like a star.

Classes differ from those in a typical dance school as lessons include peer interaction, language development, physical fine and gross motor development, coordination, and social emotional development.

Participants also can perform at various events such as City of Cockburn, Disability Week and Telethon as well as attending Dance Ability Dance Night events held in nightclubs.

Through offering 'real' life opportunities afforded to all children and adults, DAPAK works to educate the community about including people with disability, recognising their skills, abilities and individual contributions to the community and society in general.

DAPAK reported that due to the donation they received from the City of Cockburn in 2022, they were able to provide five classes per week in Cockburn, for approximately 75 people with no fee increases, which is vitally important for participants.

They also participated in five performance opportunities including the National Disability Awards, National WA Teaching Awards, a Peter Pan musical midyear show, a Christmas show and the City of Cockburn's Grants Ceremony and, purchased new equipment including sensory objects, tactile scarves, and musical instruments for people in wheelchairs with limited hand strength.

The 2023 donation will assist DAPAK with increasing utility, insurance and music licensing costs, enabling the continuation of affordable classes without fee increases, the delivery of new classes such as adult yoga and dance fitness classes in the evenings and improved access to costumes, equipment and venue hire for shows.

DAPAK have received donations from the City of Cockburn in previous years, as follows:

- 2022 March \$4,800 (Donation)
- 2019 March \$4,800 (Donation)
- 2018 March \$4,500 (Donation)

Recommendation:

The application received a score of 15/18 and is supported by the City of Cockburn's Disability Access and Inclusion Officer.

It is recommended that the City of Cockburn support DAPAK's request for a donation of \$4,800.

Applicant: Marine Rescue Cockburn (Cockburn Volunteer Sea Search and Rescue Group Inc)

Requested: \$15,000

Recommended: \$15,000

Marine Rescue Cockburn is a not-for-profit, volunteer run organisation that aims to ensure the safety of the Cockburn community and wider boating public.

The group provides 24/7 radio communications and emergency rescue and recovery services for a 1,000-square-kilometre area that is increasingly used by recreational boaters and other aquatic users such as kite surfers, kayakers, and swimmers.

Each year the group is involved in ever increasing and numerous rescues and specialist tasks, including day and night searches for missing people, recovery of kite surfers and kayakers, who are both increasingly requesting services, sinking vessels, vessels aground and the recovery of countless broken down and out of fuel vessels that were out at sea.

Marine Rescue Cockburn also works closely with, and supports other rescue groups including the Water Police, when requested to do so.

Over the past twelve months up until 31 August 2023 there has been 142 rescue callouts, of which 124 were non-urgent and eighteen urgent, with 379 people assisted and returned to safety.

This equates to 155 crew hours and 51 vessel hours of rescue, with many callouts occurring out of hours and overnight.

In addition, thousands of radio registrations are logged 24/7, 365 days of the year with Marine Rescue Cockburn's average incidence response time being eighteen minutes, with half of the call outs being after hours or midweek.

A high proportion of people assisted reside within the City of Cockburn and a recent agreement with Port Coogee Marina and Cockburn Power Boat Club now enables all boat pen holders to have their details stored in Marine Rescue Cockburn's database, should they require assistance.

Marine Rescue Cockburn have 50 volunteers, many whom live in Cockburn and support both radio communications and emergency rescue and recovery services.

They regularly undertake training (two nights per month) in addition to their training on weekend rosters and attending additional courses to develop their competence and skill levels.

Marine Rescue Cockburn has developed an APP for its operational members to assist with their extensive training e.g., Shipboard Safety, Man Overboard, Towing/Rafting, First Aid and Oxygen Kits.

Marine Rescue Cockburn won the City of Cockburn Volunteer Organisation of the Year Award in 2022.

Marine Rescue Cockburn have received donations from the City of Cockburn in previous years, as follows:

- 2022 September \$15,000 (Donation)
- 2021 September \$12,000 (Donation)
- 2020 September \$9,000 (Donation)
- 2019 September \$9,000 (Donation)
- 2018 September \$9,000 (Donation)
- 2017 September \$8,500 (Donation)
- 2016 September \$8,500 (Donation)
- 2015 March \$8,500 (Donation)
- 2014 March \$8,500 (Donation)
- 2011 September \$8,500 (Donation)
- 2010 March \$8,500 (Donation)
- 2008 September \$8,000 (Donation)
- 2007 October \$8,000 (Donation)
- 2006 October \$6,000 (Donation)

Marine Rescue Cockburn receives funding from the State Government through the Emergency Services Levy, and other income from donations and memberships.

A donation from the City of Cockburn will support the ongoing operations of the group, including active recruitment, training, and purchase of specialist safety equipment for operational members to provide an optimum level of service to the public.

Helping to provide a safe environment particularly as that the City of Cockburn has 7.7% of all boat registrations in WA, which is the fifth highest in the metropolitan region (based on a Recreational Boating Facility Study Review undertaken by DOT WA in 2019), which does not include personal watercraft such as jet skis.

Recommendation

The application received a score of 14/18 and provides a valuable service to recreational boaters and other aquatic users such as kite surfers, kayakers, and swimmers.

It is recommended that the City of Cockburn support Marine Rescue Cockburn's request for a donation of \$15,000.

Applicant: Connecting Community 4 Kids (CCK) auspiced by Kwinana Early Years

Requested: \$9,000.00

Recommended: \$9,000.00

Connecting Community 4 Kids (CCK) is a collective impact initiative dedicated to improving the health, wellbeing and development of children and families across Cockburn and Kwinana.

CCK host several community programs that are dedicated to supporting children and families to reach their goals, participate in community and start school ready.

One such program is a free family program called Maarka Dabakarn, which supports families who have concerns regarding their child's behaviour or development with immediate access to a team of allied health professionals and referral pathways.

It also helps build parental capacity to implement strategies and interventions at home.

The program is currently available in Cockburn three times per year and this year all programs were booked out with between 55 and 70 people attending. CCK also hosted a community event called "Managing Big Behaviour's" which was also booked out.

A donation from the City of Cockburn that supports the operating costs of CCK will enable the delivery of four monthly sessions in Cockburn from February 2024 to May 2024, enabling greater access for local families to allied health professionals such as a speech therapist, occupational therapist, behavioural therapist, and developmental practitioner.

Families will also can have their child's ears screened and meet with Wanslea regarding access to one of their Early Childhood Approach Pathways.

CCK have received funding from the City of Cockburn in previous years, as follows:

- 2021 March \$4,000 (Community Grant)
- 2021 March \$2,510 (Cultural Grant)
- 2020 March \$20,000 (Donation)
- 2018 March \$3,000 (Community Grant)

Recommendation

The application received a score of 15/18 and is supported by the City of Cockburn's Children's Development Officer.

CCK provides a valuable service for local families and their children, and it is recommended that the City of Cockburn support CCK request for a donation of \$9,000.

Applicant: The Hub 6163

Requested: \$12,000

Recommended: \$10,000

Operating since July 2018 The Hub 6163 is a safe, low-cost community space in Hamilton Hill where people of all ages and walks of life come together to learn new skills, meet new people, and connect with their local community.

The Hub 6163 appeals to a wide range of demographics and offers a variety of workshops either free or low cost to make participation accessible for everyone.

This includes arts/crafts (drawing, mosaics, knitting, crochet), health and wellbeing (yoga, pilates, singing) language classes (French and German), local group meetings (Hamilton Helps Community Group and Cockburn Community Wildlife Corridor) and practical skills such as sourdough bread making, first aid, bicycle repair and insect hotels.

The Hub 6163 can be hired to deliver a variety of activities, which currently includes singing classes and playgroups. Also, free resources are available for use including internet, a data projector, sound equipment, play equipment for children, a BBQ and pizza oven.

Since the inception of the SpacetoCo booking platform in Sept 2021 the number of attendees across various activities at the Hub is approximately 100 people/week.

The Hub 6163 is seeking a donation towards operational costs, which will assist with the delivery of low-cost community activities and support additional hours for the centre's administration position.

The funding will enable the administration position (minimum of two days per week) to better manage the booking platform, SpacetoCo, building management, purchase of materials, cleaning of office and outdoor areas, writing grant applications and acquittals, social media updates regarding events and ongoing classes, newsletter management and showing the building to prospective hirers, which are all essential for the continued growth and success of the Hub 6163.

The Hub has received funding from the City of Cockburn in previous years, as follows:

- 2023 March \$2,920 (Cultural Grant)
- 2022 October \$1,1340 (Small Events Sponsorship)
- 2022 March \$8,000 (Donation)
- 2021 August \$1,759 (Small Events Sponsorship)
- 2021 March \$6,000 (Donation)
- 2020 September \$3,055 (COVID-19 Recovery Grant)
- 2020 June \$4,485 (COVID-19 Response Grant)
- 2020 March \$4,900 (Donation)
- 2019 September \$4,991.72 (Community Grant)

Recommendation

The application received a score of 15/18 as the Hub 6163 continues to provide a range of services and support to the local community, particularly those most disadvantaged.

The Hub 6163 has requested a donation from the City of Cockburn of \$12,000 which is \$4,000 more than they received from the City in March 2022.

They have stated that the increase in funding is due to high growth in service use and as such an increase in administration and cleaning, however, have not provided comparative service use data to support their request.

In support of the Hub 6163's efforts to provide free or low-cost programs for residents, particularly those disadvantaged, support their growth and assist with the increasing cost of utilities it is recommended that the City of Cockburn support The Hub 6163 with a donation of \$10,000.

Applicant: Yangebup Family Centre Inc

Requested: \$15,000

Recommended: \$15,000

Yangebup Family Centre (YFC) was established in 1992 and is a community managed, not-for-profit organisation that promotes connection and wellbeing in the local community.

The Centre is community led and driven and has a warm and welcoming environment where social connections are fostered through a variety of activities, programs, networks, partnerships, events, and initiatives.

YFC provides programs and services for a large culturally and linguistically diverse community and supports vulnerable, disadvantaged, and low-income families with free or low-cost activities.

Currently, 12 regular groups hire the Centre, and a wide variety of workshops cater for over 500 families and individuals who attend the Centre on a regular basis.

The YFC crèche was established in 2002 and provides an affordable option for parents who attend programs at the Centre. It also has a Pre-Kindy and Occasional Care which operates from 8.30am-3.30pm.

YFC have also partnered with local schools to provide a Transition to School program for families and children. Partner schools include South Coogee Primary School, Spearwood Primary School, and Coolbellup Learning Centre.

The demand YFC programs has increased following the pandemic and in the current economic environment, with Food Connections providing a free lunch when the Mobile Foodbank truck attends the Centre and with Yangebup Community Eats providing dinner once a month.

YFC have a dedicated team of 70 volunteers who assist with governance, program delivery, administration, social media, and marketing, grant applications, capacity building, events, and community initiatives.

The majority of YFC's revenue comes from the provision of fee for service programs and the hire of facilities. They are also funded by the State Government through the Department of Communities which includes the provision of a premises for the delivery of place-based programs. Significant in-kind contributions are also provided by members, volunteers, staff and through partnerships with other organisations.

The donation from the City of Cockburn will assist parents to improve outcomes for their children, build social connections, volunteer in the community and to learn new skills. In addition, it helps to provide services such as the food connections program supporting volunteers to provide a free lunch for people accessing the mobile foodbank.

The YFC represents outstanding value for money with 5.5 FTE staff and over 70 volunteers providing a diverse range of services each week.

Yangebup Family Centre has received funding from the City of Cockburn in previous years, as follows:

- 2023 March \$4,995 (Cultural Grant)
- 2022 March \$4,844 (Community Grant)
- 2022 September \$13,125 (Donation)
- 2021 September \$13,125 (Donation)
- 2021 May \$3,000 (Community Grant)
- 2020 September \$13,125 (Donation)
- 2020 September \$4,800 (COVID-19 Recovery Grant)
- 2020 May \$4,000 (Sustainability Grant)
- 2019 September \$13,125 (Donation)
- 2018 August \$11,776 (Auspice for Cockburn Creates)
- 2018 March \$3,603 (Sustainability Grant)
- 2017 September \$12,000 (Donation)
- 2017 March \$2,000 (Community Grant)
- 2016 September \$12,000 (Donation)
- 2015 September \$12,000 (Donation)
- 2015 August \$1,637 (Donation for Health Nurse Clinic)
- 2015 March \$2,500 (Sustainable Events Grant)
- 2014 September \$12,000 (Donation)
- 2013 September \$9,500 (Donation)
- 2013 September \$3,025 (Alcoa Project Grant)
- 2012 September \$7,000 (Donation)
- 2011 September \$5,000 (Donation)
- 2010 September \$5,000 (Donation)
- 2009 September \$5,000 (Donation)
- 2008 September \$5,000 (Donation)
- 2007 October \$5,000 (Donation)
- 2006 October \$5,000 (Donation)

Recommendation:

The application scored 15/18 as YFC provides a range of services and support to the local community, particularly those most disadvantaged.

YFC has requested a donation from the City of Cockburn of \$15,000 which is \$1,875 more than they received from the City in September 2022.

Historically, YFC's donation has been to support the creche program, and while it is an important service offered by the Centre they are finding there is an increasing demand for other services which include children's services, food connection programs and community driven initiatives.

In support of this, it is recommended that the City of Cockburn support YFC's request for a donation of \$15,000.

Applicant: RSL-City of Cockburn Sub-Branch

Requested: \$15,000

Recommended: \$12,000

The RSL City of Cockburn Sub-Branch supports the welfare of ex-service and serving members of the Australian Defence Forces and their families in Cockburn.

They also conduct commemorative services throughout the year for the local and wider community including bombing of Darwin, Korean and Vietnam veteran's services, ANZAC youth parade, ANZAC dawn service and ANZAC day march and service. In addition, they promote the ANZAC legacy and history to local schools, provide veteran speakers and an annual ANZAC memorial award.

The RSL City of Cockburn Sub-Branch has 310 members, including service and affiliate members as well as social and youth members.

The RSL provides a venue for veterans, service personnel and their families to gather for social functions, interaction, welfare support and advocacy. They also have several recreational groups including a sewing group with approximately 12 members, a veteran's motorcycle group with approximately 50 members and a veteran's prospecting group with approximately 100 members.

Many veterans, service personnel and their families are considered to be vulnerable and disadvantaged and require support through welfare, mental health and advocacy.

RSLWA provides trained welfare and advocacy officers to assist veterans in processing claims for compensation and pension recognition. RSL welfare funds can often provide immediate and short-term assistance to eligible veterans.

An advocacy hub operates from the RSL City of Cockburn Sub-Branch.

The primary income sources for the RSL City of Cockburn Sub-Branch, excluding grants and donations are membership payments, bar income, raffles, and meal sales. However, the RSL states that the income generated from these sources is insufficient to cover operating expenses. In 2022/23, they incurred a net loss of \$19,027 with the primary causes being bus hire for the ANZAC youth parade and refrigeration repair/replacement.

The RSL's operating costs are increasing each year and income received in 2022-23 from a RSLWA ANZAC Day grant (\$20,027) and \$10,000 donation from the City of Cockburn offset the costs of operating the club. Significant costs incurred include

\$12,000 for bus hire for the ANZAC youth parade, IT/security payments \$12,500, water \$2,500, insurance \$4,125 and electricity \$5,200.

The RSL City of Cockburn Sub-Branch have received funding from the City in previous years, as follows:

- 2022 September \$10,000 (Donation)
- 2021 September \$10,000 (Donation)
- 2020 September \$10,000 (Donation)
- 2020 June \$2,500 (COVID-19 Response Grant)
- 2019 September \$10,000 (Donation)
- 2018 September \$10,000 (Donation)
- 2017 September \$10,000 (Donation)
- 2016 September \$10,000 (Donation)
- 2015 September \$10,000 (Donation)
- 2014 September \$10,000 (Donation)
- 2013 September \$10,000 (Donation)
- 2012 September \$10,000 (Donation)
- 2011 September \$8,000 (Donation)
- 2010 September \$8,300 (Donation)
- 2009 September \$8,000 (Donation)
- 2008 September \$8,000 (Donation)
- 2007 October \$8,000 (Donation)
- 2007 March \$7,500 (Donation)

Recommendation

The application received a score of 14/18 as the RSL City of Cockburn Sub-Branch provides valuable services for serving and ex-service veterans, their families and the wider community.

The RSL has requested a donation from the City of Cockburn of \$15,000 which is \$5,000 more than they received from the City in September 2022.

They have stated that the request for an increase in funding is due to an increase in operational expenses including bus hire for the ANZAC youth parade.

It is acknowledged that operational costs have increased however, a \$5,000 increase in funding in comparison to 2022 is not substantiated. It is recommended that the City of Cockburn support the RSL City of Cockburn Sub-Branch with a donation of \$12,000, i.e., an increase in funding of \$2,000 in comparison to 2022.

Applicant: Cockburn Community and Cultural Council (CCCC)

Requested: \$10,000

Recommended: \$10,000

Cockburn Community and Cultural Council (CCCC) was established in 1974 and is located at the Old Council Chambers in Hamilton Hill. The group supports, sponsors, and promotes artistic and cultural activities within the City of Cockburn.

Annually, CCCC facilitates a Youth Arts Exhibition at Memorial Hall featuring ten schools and more than 1,000 people in attendance, including students, their families, teachers, and the general public.

These schools are also supported with a \$200 donation each towards transport to attend the exhibition or for equipment hire.

CCCC also organises an annual Arts and Crafts Exhibition at Spearwood Dalmatinac Club, which enables local artists to sell their artwork and crafts, with approx. 350-450 people attending each year.

CCCC provides low-cost venue hire for their members and local not-for-profit organisations and, low-cost equipment hire for schools for their own exhibitions which was four schools in 2023.

Venue hirers and member groups include Artzplace (50 members), Wednesday Ledger Painters Group (25 members) and Keep Fit Group (15 members).

A Laos Group also runs a term-based youth arts program; however, the majority of users are aged and/or people with disability, approx. 50-70 people per year.

CCCC also has 15 independent members and a mailing list of approx. 300 people.

They receive financial support from art exhibition sales, member fees, venue and equipment hire and Fremantle Ports for the annual Youth Art Exhibition.

The City's donation subsidises expenses such as equipment, utilities and exhibition costs which enables CCCC to keep venue and equipment hire costs low.

CCCC has received funding from the City in previous years, as follows:

- 2022 September \$10,000 (Donation)
- 2021 September \$10,000 (Donation)
- 2021 March \$3,000 (Fremantle Ports Cockburn Community Projects Fund Grant)
- 2020 September \$10,000 (Donation)
- 2019 September \$10,000 (Donation)
- 2019 May \$3,000 (Alcoa Cockburn Community Projects Fund)
- 2018 September \$10,000 (Donation)
- 2018 March \$2,000 (Fremantle Ports Cockburn Community Projects Fund Grant)
- 2017 September \$9,000 (Donation)
- 2017 March \$9,000 (Fremantle Ports Cockburn Community Projects Fund Grant)
- 2016 September \$9,000 (Donation)
- 2016 March \$2,000 (Fremantle Ports Cockburn Community Projects Fund Grant)
- 2015 September \$9,000 (Donation)
- 2015 March \$3,000 (Fremantle Ports Cockburn Community Projects Fund Grant)
- 2014 September \$9,000 (Donation)
- 2014 March \$1,200 (Donation)
- 2013 September \$9,000 (Donation)
- 2012 September \$9,000 (Donation)
- 2011 September \$9,000 (Donation)
- 2010 September \$9,000 (Donation)
- 2009 September \$8,600 (Donation)
- 2008 September \$8,000 (Donation)

- 2007 October \$8,000 (Donation)
- 2006 October \$7,500 (Donation)

Recommendation:

This application received a score of 13/18. CCCC has been running for 50 years and it is evident that member groups and venue hirers have declined over the years. However, the annual arts exhibitions remain well attended and the groups that do hire the facility are supporting the older adults and/or people with disability.

Therefore, it is recommended that the City of Cockburn support CCCC's request for a donation of \$10,000

Applicant: South Lake Ottey Family and Neighbourhood Centre Inc

Requested: \$18,000

Recommended: \$15,000

South Lake Ottey Family & Neighbourhood Centre (the Centre) is a multi-service Community Centre operating for over 30 years.

The Centre is the focal point in the community for all age groups promoting social relationships and offering a place-based response to community needs and interests. The Centre is managed by two equivalent full-time staff, seventeen volunteers and has 176 financial members.

On average 165 people attend the centre weekly with an additional 55 per week attending for emergency relief.

The Centre focuses on discovering and responding to community needs and provides the following services:

- Assistance with personal development with the provision of programs to enhance life skills, self-image, vocational motivation, needs of future generations, bridging the gap and maintaining the balance of intergenerational equity.
- Assistance with the welfare of the community by providing support and food assistance for people impacted by financial difficulties, homelessness, domestic violence, alcohol and substance use, mental and physical health issues.
- Assists with utility bills and medications.
- Access to external health, well-being, and assistance e.g., Palmerston, Services Australia, Helping Minds, Women's Health, Moorditj Djena, Foodbank, South Metropolitan Health, Psychologists and Counsellors.

The donation received from the City of Cockburn in September 2021 enabled The Centre to facilitate 15 extra small workshops and programs for the local community and purchase new toys for the playgroup.

They were delivered in collaboration with Anglicare, Cockburn Integrated Health, Injury Matters, Cancer Foundation, Royal Lifesaving Society WA, Lakelands Senior High School, RUAH, City of Cockburn, the Library, University of Western Australia, East Metropolitan Health, Moorditj Koort and Helping Minds and, provided valuable information for the community about issues that impact their daily lives.

In addition, it supported the Centre's attendances:

- Emergency relief: food parcels, financial, medication, referral or advocacy- 32 people per week
- Extra workshops/programs (15): 10-70 people dependent upon activity.
- Regular programs/activities: 160-175 people per week.
- Events: Women's Health Day, 30 stall holders, 75 attendees
- Friday Community Breakfast/Emergency Relief 36-40 people per week.
- Mobile Foodbank 37 people.

Post pandemic increases in cost of living and lack of housing have drawn attention to the changes in the local demographics and needs of community.

Community enquiries indicate awareness of the Centre through marketing requires improvement and therefore the Centre is planning to re-brand with a new logo, re-design the website and design brochures advertising the Centre and its services.

The Centre also plans to introduce a more diverse range of activities to meet the changing needs of the community including, a commercial kitchen with \$20,000 received from the Federal Governments 'Investing In our Communities' Program.

A donation from the City of Cockburn will support operating expenses including, improved branding and promotion.

The Centre also receives annual funding from the State Government through the Department of Communities.

The Centre has received funding from the City in previous years, as follows:

- 2021 March \$13,000 (Donation)
- 2021 March \$2,982 (Sustainability Grant)
- 2020 September \$1,800 (Cultural Grant)
- 2020 March \$13,000 (Donation)
- 2019 March \$1,000 (Sustainability Grant)
- 2019 March \$13,000 (Donation)
- 2018 March \$12,000 (Donation)
- 2018 March \$3,288 (Cultural Grant)
- 2017 September \$2,000 (Small Events Sponsorship)
- 2017 March \$10,000 (Donation)
- 2017 March \$1,770 (Sustainability Grant)
- 2016 March \$10,000 (Donation)
- 2015 March \$10,000 (Donation)
- 2014 March \$10,000 (Donation)
- 2013 March \$7,000 (Donation)
- 2012 March \$10,000 (Donation)
- 2011 March \$5,000 (Donation)
- 2010 March \$5,000 (Donation)
- 2009 September \$1,260 (Community Grant)
- 2009 March \$5,000 (Donation)
- 2008 March \$5,000 (Donation)
- 2008 March \$1,500 (Community Grant)
- 2007 March \$5,000 (Donation)

- 2003 March \$1,000 (Community Grant)
- 2001 October \$1,000 (Community Grant)

Recommendation:

This application received a score of 15/18, as the Centre provides a range of services and support to the local community, particularly those most disadvantaged.

The Centre has requested a donation from the City of Cockburn of \$18,000 which is \$5,000 more than they received from the City in September 2021.

It is acknowledged that for the Centre to grow and continue to provide services to the local community additional funding is required. However, City Officer's agree that an increase in funding of \$2,000 is more aligned with funding provided by the City of Cockburn to similar type services.

Therefore, it is recommended that the City of Cockburn support the Centre with a donation of \$15,000.

Applicant: Meerilinga Children and Community Services Inc

Requested: \$15,000

Recommended: \$10,000

Meerilinga Children and Community Services Inc (Meerilinga) is a not-for-profit organisation and registered charity that promotes the United Nations Convention on the Rights of the Child, working with children, families, early childhood professionals, planners, and the community to raise the status of children in Western Australia.

Meerilinga promotes and supports the education, care and wellbeing of children and provides a diverse range of professional resources and support to children, the health and education sectors, child protection, parents, the community, and volunteers.

Meerilinga Cockburn in Coolbellup is committed to supporting the Cockburn community and in particular families that are facing disadvantage and adversity which may lead to increased vulnerability.

This includes providing sponsorship for children facing disadvantage and/or sourcing inclusion support for children with additional needs to attend the Early Learning Programs.

Meerilinga Cockburn provides Early Learning Programs such as Bindi Kindi, Pre-Kindy and playgroups as well as school holiday programs, parenting support, community education programs and activities including a new food pantry program that reflect the diverse cultural and community context.

The community room is also available for hire for meetings and birthday parties.

Meerilinga Cockburn have reported that within the past twelve months that 36 children have accessed the playgroup, 43 for the Pre Kindy program, 16 for Bindi Kindi, 43 for the April school holiday program, 23 for the new food pantry and 270 bookings were received for the community room.

The annual donation received from the City of Cockburn supports the day-to-day costs of running the Children and Community Service and facility.

Meerilinga Cockburn, has received funding from the City in previous years, as follows:

- 2022 September \$10,000 (Donation)
- 2022 March \$1,600 (Cultural Grant)
- 2021 September 2021 \$10,000 (Donation)
- 2020 September 2020 \$10,000 (Donation)
- 2019 September 2019 \$10,000 (Donation)
- 2018 September 2018 \$10,000 (Donation) plus \$3,000 once off contribution
- 2018 August 2018 \$16,437 (Cockburn Creates Project)
- 2018 March 2018 \$900 (Cultural Grant)
- 2017 September \$10,000 (Donation)
- 2016 September \$10,000 (Donation)
- 2015 September \$10,000 (Donation)
- 2014 September \$10,000 (Donation)

Recommendation:

The application scored 14/18.

Meerilinga Cockburn has requested a donation from the City of Cockburn of \$15,000 which is \$5,000 more than they received from the City in September 2022.

Meerilinga Cockburn have stated that the justification for the funding increase is to support building maintenance costs and to support an increase in staffing.

In comparing service use data provided Meerilinga Cockburn in their September 2022 donation application, Meerilinga Cockburn is now servicing less children and families, with the Centre being open one day less per week.

With the establishment of a new lease agreement between the City and Meerilinga Cockburn soon to commence, under the terms of the new lease building maintenance requirements for Meerilinga will be significantly reduced.

It is recommended to maintain the current level of support with a donation of \$10,000.

Applicant: Cockburn Central YouthCARE Council (CCYC)

Requested: \$20,000.00

Recommended: \$20,000.00

YouthCARE works in partnership with school communities and the Department of Education to foster the psychological, social, intellectual, emotional, spiritual, and physical development of students.

The local Cockburn Central YouthCARE Council (CCYC) arranges for chaplains to work collaboratively within each school community to deliver pastoral care and support to young people in the school, as well as their families and school staff.

Chaplains support students with concerns such as peer relationship and family relationship stresses, anxiety, mental health issues, behavioural issues and school attendance.

Chaplains also support parents and carers with personal concerns or concerns about their child, school, and/or parenting and they also support school staff, as required.

At a program level, Chaplains arrange breakfast clubs to address poor eating patterns, lunchtime groups to assist with socialisation, lead social, emotional, and physical programs to strengthen wellbeing and resilience among students and, undertake one-on-one mentoring.

The work of Chaplains improves educational, social and spiritual outcomes for students, particularly those experiencing stress or difficulty, thereby benefitting the wider community through young people being better equipped for adult life.

Families and staff are also supported to fulfil their roles in the students' lives and in the broader community.

In 2022-23, CCYC hosted seventeen chaplains in sixteen Cockburn public schools and met with 3,037 students, 255 staff and 110 with parent/carers, which is like 2021-22.

The key issues raised were mental health, peer relationships, family relationships and school concerns.

CCYC also served 8,196 meals at Breakfast Clubs a significant increase compared to 2021-22 which was 4,672, provided 451 social and emotional sessions (previous year 540) and 28 community service sessions.

In 2024, chaplaincy will be provided at Atwell College three days per week, Lakeland Senior High School five days per week (previously four days per week) and Hammond Park Secondary College two and half days per week (previously two days per week) due to increased enrolments with the school extending to include Year 11). Funding is a combination of WA Department of Education funding, school contributions and this donation.

CCYC, with the support of local churches will also contribute to other operating costs of services in these schools, together with its support of primary school chaplains in Cockburn.

CCYC has received funding from the City in previous years, as follows:

- 2022 September \$20,000 (Donation)
- 2021 March \$3,000 (Donation)
- 2021 September \$20,000 (Donation)
- 2020, September \$20,000 (Donation)
- 2019 September \$20,000 (Donation)
- 2018 September \$20,000 (Donation)
- 2017 September \$20,000 (Donation)
- 2016 September \$20,000 (Donation)
- 2015 September \$13,000 (Donation)
- 2014 September \$48,100 (Donation)
- 2013 March \$24,000 (Donation)
- 2012 March \$9,450 (Donation)
- 2011 March \$9,000 (Donation)
- 2010 March \$11,600 (Donation)
- 2008 September \$9,000 (Donation)

- 2007, October \$9,000 (Donation)
- 2006 October \$9,000 (Donation)

Recommendation:

The application scored 16/18 and demonstrates how local students, their parents, carers, and teachers benefit from this service.

It is recommended that the City of Cockburn support YouthCARE' s request for a donation of \$20,000.

Applicant: Cockburn Toy Library

Requested: \$7,000

Recommended: \$7,000

Cockburn Toy Library is the largest and only multi-branch toy library in WA and offers parents and carers of young children the opportunity to access and share a wide variety of toys that may be beyond their individual financial means.

Children are exposed to a selection of toys that support early learning development and cater to their changing needs.

Also, being a volunteer-run organisation, they offer an element of community with all members working together to provide a service which benefits everyone.

Currently the Cockburn Toy Library has approx. 200 active member families (up from 180 in the previous twelve months), including approx. 250 children, who directly benefit from the service. They also have approx. ten external volunteers.

Cockburn Toy Library enables children to access a wide variety of educational and recreational toys to stimulate their imaginations, develop fine and gross motor skills, practice communication skills and learn the value of sharing.

Parents and carers also benefit from saving money on toy purchases, as children often grow tired of them very quickly.

Cockburn Toy Library also enable families to live more sustainably by borrowing instead of buying toys – keeping toys out of landfill (27 million toys are thrown away every year).

While Cockburn Toy Library purchases many of its toys new we also accept donations of second-hand toys extending their life. By being part of a toy library children learn the value of borrowing and living sustainably.

In 2023, they have partnered with the City's Waste Management Team to further this message via toy swap events.

There are range of membership types to provide members with flexibility with both "active" and "non-active" membership types and Health Care Card concession membership are also available.

Over the past twelve months members have borrowed 14,080 toys up from 10,586 for the previous twelve months and they regularly have over 800 toys on loan at any one time.

The donation will be used to cover Cockburn Toy Library's recurrent and increasing costs including utilities, insurance, hire fees (Atwell site) waste disposal, cleaning costs and part time toy librarian to assist with the increased opening hours due to operating over two locations.

Cockburn Toy Library has received funding from the City in previous years, as follows:

- 2022 September \$7,000 (Donation)
- 2021 September \$7,000 (Donation)
- 2020 September \$3,500 (COVID-19 Recovery Grant)
- 2020 September \$7,000 (Donation)
- 2019 September \$7,000 (Donation)
- 2018 September \$6,000 (Donation)
- 2017 September \$6,000 (Donation)
- 2016 September \$6,000 (Donation)
- 2015 September \$4,000 (Donation)
- 2014 September \$4,000 (Donation)
- 2013 September \$4,000 (Donation)
- 2012 September \$4,000 (Donation)
- 2011 September \$4,000 (Donation)
- 2008 March 2008 \$2,000 (Community Grant)
- 2003 March 2003 \$1,283 (Community Grant).

Recommendation:

The application scored 15/18 and demonstrates a direct benefit to local families.

It is recommended that the City of Cockburn support Cockburn Toy Library's request for a donation of \$7,000.

Applicant: St Vincent de Paul Society Yangebup

Requested: \$5,000

Recommended: \$5,000

St Vincent de Paul Society Yangebup Conference is a volunteer run charitable organisation offering a 'hand up' to those in need with, food, clothing, furniture, bedding, assistance with rental costs, utility bill arrears, medical scripts, companionship, advocacy and referral, counselling services and financial guidance.

Over the past twelve months, the organisation has supported over 337 households totalling 1010 adults and children in Cockburn. A total of \$188,000 in support was provided.

Each week twelve volunteers visit families requiring support, providing companionship, assessing their needs, and providing material aid.

Many currently homeless or at risk of homelessness are also assisted with finding alternative arrangements or paying their arrears.

Donations of food and other household necessities are provided by the Catholic Church and local schools. The shortfall is purchased from food outlets with the funds provided by donations.

The Yangebup Conference receives a small amount of funds, as required from St Vincent de Paul Society via a federal recurrent operational grant and Lotterywest Emergency Relief funding. Small donations and resources are provided by local schools through fundraising and food drives.

The Yangebup Conference also receives support from Mater Christi Catholic Parish Yangebup, Mater Christi Catholic College Yangebup, Emmanuel Catholic College, Success, Hammond Park Catholic Primary School and the St Vincent De Paul Society (WA) Inc.

St Vincent de Paul Society Yangebup Conference has received funding from the City in previous years, as follows:

- 2022 September \$5,000 (Donation)
- 2021 September \$5,000 (Donation)
- 2019 September \$5,000 (Donation)
- 2018 September \$5,000 (Donation)
- 2017 September \$5,000 (Donation)
- 2016 September \$5,000 (Donation)
- 2015 September \$5,000 (Donation)
- 2014 September \$5,000 (Donation)
- 2013 September \$5,000 (Donation)

Recommendation

This application scored 16/18 and has demonstrated how vulnerable people within Cockburn benefit from this service.

It is recommended that the City of Cockburn support St Vincent de Paul Society Yangebup Conference's request for a donation of \$5,000.

Group Sponsorship

Group Sponsorship is available for projects or activities that provide brand exposure and public recognition benefits to the City of Cockburn.

Sporting teams/clubs can only apply if they are representing at a national or international level event at which they have been selected based on their endeavours in their chosen activity or, hosting a sporting event or activity in the City of Cockburn that is of state, national or international significance that will add value to the City of Cockburn.

Round one 2023-24 group sponsorship applications recommended for Council approval are as follows:

Applicant	Comment	Requested Amount	Recommended Amount
Cultural Learning Centre Mosaica Inc	Minimal public recognition benefits and brand exposure	\$5,000	\$2,500
Perth Glory Football Club	As requested	\$6,000	\$6,000
Cockburn Masters Swimming Club Inc	As requested	\$13,000	\$13,000
Total			\$21,500

At the Ordinary Council Meeting on 10 August 2023, Council approved \$90,000 for the 2023-24 group sponsorship budget.

A total of \$21,500 is recommended for Council approval, leaving a balance of \$68,500 available for group sponsorship in round two (March 2024).

A summary of the group sponsorship applications and officer recommendations are below:

Applicant: Cultural Learning Centre Mosaica Inc**Proposal: Adelaide Slavic Festival "Supporting Official Partner"**

Requested: \$5,000.00

Recommended: \$2,500.00

The Cultural Learning Centre Mosaica (Mosaica) operates both a Russian School and Russian Cultural Centre.

The Russian School focuses on language proficiency, bolstering confident communication, imparting Russian literature and history, and fostering children's creativity.

The curriculum is rich and diverse, encompassing language instruction, music, mathematics, arts, crafts, and engagement extends to both the Russian community and English-speaking audiences.

They also arrange a medley of events such as concerts, workshops, celebrations, and festivals, contributing to Perth's cultural scene.

Their performing ensemble, established in 2011 and for the past four years they secured first and second positions in Perth's Multicultural Youth Talent quest, showcasing their talents in traditional dance, song, and simple wooden instruments.

Mosaica has been accepted to participate in the Adelaide Slavic Pancake Festival on 17 March 2024.

This event is coordinated by National Ethnic Russian Association and various groups from Sydney, Melbourne and Adelaide participate.

Mosaica will perform traditional folk dances and have a display at the festival and are applying for funds to assist with travel expenses for approx. 12-14 children who will be participating.

The City of Cockburn's sponsorship support will be acknowledged through the distribution of Mosaica brochures and flyers among the festival attendees, as well as social media and photos and videos taken at the festival.

Mosaica stated in their application that they were seeking funds to support attendance at two events next year, with the second being in Canberra. In seeking clarification, Mosaica advised that they will only be attending the Adelaide Slavic Pancake Festival.

Mosaica applied for \$4,900 Group Sponsorship from the City in 2018 which was approved, however Mosaica withdrew their application and did not receive the funds.

Recommendation

This application scored 17/21. Participating in the festival will be a valuable experience for Mosaica particularly the children, however there is minimal public recognition benefits and brand exposure for the City of Cockburn as the event is being held in Adelaide.

Also, as Mosaica is now only seeking support for participants to attend only one event it is recommended that the City of Cockburn support Mosaica with a donation of \$2,500.

Applicant: Perth Glory Football Club

Proposal: Women's A League Training at Dalmatinac Park and Community Events "Official Partner"

Requested: \$6,000.00

Recommended: \$6,000.00

Perth Glory Women's A League team competes in the National Liberty A-League, representing the state of WA. They are an elite football team and are the culmination of the player pathway in WA for talented female players.

The club head office is in Fremantle and Perth Glory Women's A League are keen to establish strong relationships with local clubs and the City to help promote the 'female game' to all stakeholders.

The Club aims to be visible in the local community and work with local clubs to promote football as a healthy and safe community sport.

Perth Glory Women's A League team is training at Dalmatinac Park and is proposing to conduct a free junior clinic on February 25, 2024, at Dalmatinac and Lucius Park's for approx.140 children with 18 players in attendance.

In addition, the Women's A League Head Coach will provide a free coaches clinic for local club coaches.

This proposal is based on the success of the free junior clinic and coach clinic provided to the community last year sponsored by the City.

The Cockburn community will again benefit from having an elite football team present, visible and accessible to the community, especially on the back of the Matilda's success and popularity.

Everyone who has an interest in the world game will be of benefit from this project.

The Women's A League training and associated activities will be actively promoted to local clubs and the wider community via social media and Perth Glory's newsletter that has a distribution size of 110,000 people.

As a partner, the City of Cockburn will benefit from the presence of signage at clinics and brand exposure at specific appearances as requested.

The City's Lead, Community Venues and Community and Marketing Manager supports the application.

Perth Glory Football Club has received funding from the City in previous years, as follows:

- 2022 September \$5,842 (Group Sponsorship)

Recommendation:

This application received an assessment score of 20/21. It is recommended that the City of Cockburn supports Perth Glory Football Club with sponsorship of \$6,000.

Applicant: Cockburn Masters Swimming Club Inc

Proposal: Coogee Jetty to Jetty Swim 28 "Major Event Partner"

Requested: \$13,000.00

Recommended: \$13,000.00

Cockburn Masters Swimming Club is a not-for-profit, incorporated association, affiliated with Masters Swimming Australia.

Masters swimming is for anyone aged 18 and over, and promotes "fun, fitness and friendship" through swimming.

The Club offers a wide range of activities to actively encourage participation and promote health and fitness, including the annual Coogee Jetty to Jetty Swim, the largest community-based swim in WA.

The 2021 and 2022 events were severely impacted by COVID restrictions, the 2023 event saw a welcome return to "normality" and the Club hosted a memorable and fun event for well over 1,200 swimmers.

The 2024 event (number 28) is intended to be planned and delivered along similar lines to the 2023 event.

The vision continues to be based on "giving back" to the community by hosting a memorable and fun event and will include all the traditional features, 250m Try It Swim, 750m Splash, 1500m Classic, Beach Walk, Kid zone & fun activities and Community Breakfast.

The event will be delivered by the club's event committee, who have a great deal of event management experience from continuity in key roles such as the Event Coordinator and Race Director and, which will work closely with all stakeholders including the City of Cockburn as the Major Event Partner.

As a truly genuine community swimming event, the target range of participants includes community-based swimmers and their families, across all ages and abilities.

The 250m Try-It Swim offers a swim for younger children (8-10 years) who are too young to enter the traditional "jetty to jetty", families often with multi-generations taking part and novice swimmers attempting an ocean swim for the first time or seeking confidence to do more.

The 250m Try-It has become a key component of the event since being introduced and is a highlight for the volunteers.

Traditional 750m and 1500m races will attract a broad range of swimmers, again with a family focus and with participants ranging from 10 years to 90+ years.

With 1300+ swimmers expected to take part, safety and enjoyment is maintained by separating the races into "wave starts", each one gaining equal focus, support, and attention always by the volunteers.

This all aligns with the Club's primary objective of encouraging the broadest possible range of community participation in this swimming event as a healthy, fun, and safe activity.

Around 20% of swimmers are Cockburn residents and a priority period is offered to Cockburn residents in advance of public entries.

The Club will promote the event via:

- Electronic communications
- Regular electronic database mailouts (EDM's) to their past swimmer database of 4,000+ emails
- Direct contact with local sporting clubs, groups, masters and other swimming clubs
- Third party communications through sponsor and partner databases (e.g., ASB branded merchandise, BlueChip Timing)
- Brand creation & awareness campaigns
- Event website - used extensively for promotions and event/sponsor information
- Social media platforms (Facebook & Instagram) - used extensively
- Event posters - limited number printed for display on community boards
- Event flyers - electronic versions emailed to recreation centres, sponsors, other groups & used on social media

- WOW Swims - website features & other promotions coordinated by MSAW
- Other events - cross-promotions through other events they have associations with (e.g., Christmas 10K Swim & Champs of the Bay).

Local businesses are also involved as suppliers and sponsors and Coogee Beach Surf Life Saving Club provides contracted water safety services.

Wherever possible, the Club aims to use services from within the Cockburn community.

The City has been involved for many years and has been a Major Event Partner for the last eight years.

This role is publicised and acknowledged through the website, Facebook, media releases and event flyers and posters. A showcase article will also be included in an electronic database email (EDM).

The Club proposes that as Major Event Partner, the City will receive excellent exposure and branding opportunities over and above all other sponsorship categories, including brand recognition through this year's naming convention, "Coogee Jetty to Jetty Swim 28 in partnership with the City of Cockburn".

Other branding opportunities include:

- Exclusive naming rights for the "City of Cockburn Community Breakfast"
- Exclusive naming rights for the "City of Cockburn Kid zone activities"
- Logo on event swim caps
- Logo on all posters and flyers
- Logo incorporated into event email signature
- Logo on event display boards
- Opportunity for City to provide promotional display banners
- Opportunity for City to host a promotional marquee/tent
- Web and social media cross-promotions
- Logo on adverts placed in print media
- Web and social media cross-promotions
- Opportunities are also provided for promotion of other City services – past
- examples include marquees and promotions for Cockburn ARC and Co-Health.

There is also flexibility to work collaboratively with the City for other support opportunities ensuring that the City's recognition as Major Event Partner will be maximised.

In the past, the Club has offered:

- An invitation to Elected Members to attend and participate
- An invitation to the Mayor to attend and take part in presentation of prizes during post-event announcements
- Up to four complimentary swim entries to use as the City sees fit (e.g. a promotion to the City's co-workers or a City-coordinated prize-giveaway through social media channels and/or the Cockburn Soundings newsletter)
- Cross-promotion of the Cockburn ARC.

Cockburn Masters Swimming Club has received funding from the City in previous years, as follows:

- 2023 Small Events Sponsorship - Christmas 10K Swim, \$3K
- 2022 September \$11,000 (Group Sponsorship)
- 2022 Small Events Sponsorship - Christmas 10K Swim,
- 2021 September \$17,000 (Group Sponsorship-25th anniversary event in 2022)
- 2021 August \$3,000 (Small Events Sponsorship-Christmas 10K Swim)
- 2020 September \$11,500 (Group Sponsorship)
- 2020 July \$3,000 (Small Events Sponsorship, Christmas 10K Swim)
- 2019 September \$13,000 (Group Sponsorship)
- 2019 August \$7,660 (Freo Ports Partnership, Christmas 10K Swim)
- 2018 September 12,500 (Group Sponsorship)
- 2018 August \$7,675 (Alcoa Partnership, Christmas 10K Swim)
- 2017 September \$12,500 (Group Sponsorship)
- 2016 September \$12,500 (Group Sponsorship)
- 2015 September \$10,000 (Group Sponsorship)
- 2014 September \$10,000 (Group Sponsorship)
- 2013 September \$10,000 (Group Sponsorship)
- 2012 March 2012 \$10,000 (Group Sponsorship)
- 2011 September \$10,000 (Group Sponsorship)
- 2010 September \$3,500 (Group Sponsorship)
- 2009 September \$2,000 (Group Sponsorship)
- 2007 October \$1,000 (Group Sponsorship)

Recommendation:

The application for group sponsorship achieved an assessment score of 20/21. It is recommended that the City of Cockburn supports Cockburn Masters Swimming Club with sponsorship of \$13,000.

Strategic Plans/Policy Implications

Community, Lifestyle & Security

A vibrant healthy, safe, inclusive and connected community.

- A safe and healthy community that is socially connected.
- Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.
- Best practice Governance, partnerships and value for money.

Budget/Financial Implications

At the Ordinary Council Meeting on 10 August 2023 Council approved a budget of \$1,455,000 for grants, donations and sponsorship for 2023-24 (refer Attachment 1).

The donation and sponsorship recommendations for Council approval are within budget allocations for the respective grant programs (refer Attachment 1)

Legal Implications

N/A

Community Consultation

Community consultation was not required to deliver round one 2023-24, grants, donations, and sponsorship. However, to encourage community participation the following mediums were used for the promotional campaign:

- One advertisement in the Perth Now Cockburn Gazette.
- Several City of Cockburn Facebook promotional posts including a video interview with a previous grant recipient, which was well received.
- Promotion to local community groups via Community Development's e-newsletter, Facebook, email, networking, and meetings.
- Promotion to schools via emails, school updates and Youth Services.
- Information on the City of Cockburn's website.
- Information on the City of Cockburn's Soundings publication.
- Reminder email sent to previous and regular applicants and, people who made enquiries during the application period.
- Distribution of promotional flyers.
- Information on City of Cockburn's intranet, Need to Know page and Yammer.

Risk Management Implications

Council allocates \$1,455,000 to support individuals and groups via a range of funding programs.

The Community Funding for Community Organisations & Individuals (Grants, Donations and Sponsorships) Policy and Community Funding for Community Organisations & Individuals Guidelines are in place to ensure that Council's intent for the allocation of funds is met.

There is also an acquittal process in place to ensure successful applicants use funds for the purpose they have been allocated.

The reputation of the City of Cockburn could be seriously compromised should funds be allocated to individuals or groups who did not meet the grants, donations and sponsorships eligibility and selection criteria outlined in the guidelines and/or did not use the funds for the intended purposes.

Adherence to these requirements is essential.

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 23 November 2023 Expenditure Review Committee.

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

Nil

GRANTS, DONATIONS & SPONSORSHIP RECOMMENDED BUDGET ALLOCATIONS 2023-24 (EXPEDITURE AS OF 1/11/23)

Activity OP 315 Natural Acc 6810	Description	Allocated 2023-24	Actual 2023-24	Proposed recommendations or adjustments 2023-24	Comments	Council Decision/ Delegated Authority
	Donations					
	Committed/Contractual					
8243	Little Green Steps WA	33,658	33,658	0	Three year funding agreement (2023-26) with annual CPI and superannuation entitlement increases for the Education Officer position one day per week. Year one, 2023-24 \$33,658 (ex GST) and inclusive of CPI 5.8% and superannuation of 0.5%. Previous two-year funding agreement expired on 30 August 2023.	Council Decision (OCM 10 August 2023)
8896	Cockburn Community Men's Shed Coordinator	58,036	58,036	0	Three year funding agreement (2021-24) to support a part time Coordinator position and part administration costs. Year three \$58,036 (ex GST).	Council Decision (OCM 10 August 2023)
9239	Native ARC	130,000	130,000	0	Five year funding agreement (2023-28) with annual CPI to support operational costs. Year one 2023-24 \$130,000 (ex GST) and inclusive of CPI 5.8%. Previous five-year funding agreement expired on 1 September 2023.	Council Decision (OCM 10 August 2023)
9310	The Wetlands Centre Cockburn	107,937	107,937	0	Three year funding agreement (2023-26) with annual CPI to support operational costs. Year one 2023-24 \$107,937 (ex GST) and inclusive of CPI 5.8%. Previous five-year funding agreement expired on 1 September 2023.	Council Decision (OCM 10 August 2023)
9317	Pineview Preschool Maintenance Contribution	8,396	8,396	0	Annual contribution for maintenance of grounds and building (plus CPI 1.1%)	Lease Agreement
9322	Cockburn ARC/Dolphin Swim Club Subsidy	150,000	35,041	0	Subsidised fees for Dolphin Swim Club at Cockburn ARC	Council Decision (OCM 13 April 2017)
9398	Cockburn Senior Citizens Building Donation	10,304	10,304	0	Assists with maintenance costs as per lease agreement (plus CPI 1.1%)	Lease Agreement
9559	Cockburn Cricket Club Insurance	1,500	1,500	0	Commitment included in the lease agreement (flat fee)	Lease Agreement
9574	Spearwood Dalmatinac Club - Rates Reimbursement	11,944	11,944	0	Reimbursement of 50% of annual rates payable by Spearwood Dalmatinac Club for 42 Azelia Rd, Spearwood. The 2023-24 rates are \$23,888.08.	Council Decision
	Committed/Contractual Sub Total	511,775	396,815			
	Donations to Organisations					
9196	Donations to Organisations					
9196	Dance Ability Performing Arts Kelete (DAPAK)			4,800	Requested and recommend \$4,800 towards operating expenses.	Council Decision
9196	Marine Rescue Cockburn			15,000	Requested and recommend \$15,000 towards operating expenses for 24/7 radio coverage and sea search and rescue service.	Council Decision
9196	Connecting Community 4 Kids (Auspiced by Kwinana Early Years)			9,000	Requested and recommend \$9,000 towards operating expenses to support four additional sessions of Maarka Dabakarn.	Council Decision
9196	The Hub 6163			10,000	Requested \$12,000 and recommend \$10,000 towards operating expenses to support building maintenance .	Council Decision
9196	Yangebup Family Centre			15,000	Requested and recommend \$15,000 towards operating expenses to support the delivery of community programs and services.	Council Decision
9196	RSL City of Cockburn Sub-Branch			12,000	Requested \$15,000 and recommend \$12,000 towards operating expenses to support the delivery of commemorative services such as the ANZAC Youth Parade.	Council Decision
9196	Cockburn Community and Cultural Council Inc.			10,000	Requested and recommended \$10,000 towards operating expenses to support the delivery 2 x art exhibitions and low cost venue hire..	Council Decision
9196	South Lake Ottey Family and Neighbourhood Centre Inc			15,000	Requested \$18,000 and recommend \$15,000 towards operating expenses to support the delivery of community programs and services.	Council Decision
9196	Meerilinga Young Children's Services Inc			10,000	Requested \$15,000 and recommend \$10,000 towards operating expenses.	Council Decision
9196	Cockburn Central YouthCARE Council (CCYC)			20,000	Requested and recommend \$20,000 towards chaplaincy services at Atwell College, Lakeland Senior High School and Hammond Park Secondary College.	Council Decision
9196	Cockburn Toy Library			7,000	Requested and recommend \$7,000 towards operating expenses.	Council Decision
9196	St Vincent de Paul Society Yangebup			5,000	Requested and recommend \$5,000 towards operating expenses to assist people in need.	Council Decision
9196	Donations to Organisations Sub Total			132,800		
9196	Allocation available for round two 2023/24 March 2024			77,200		
	Donations to Organisations	210,000		210,000		
	Sponsorship					

Activity OP 315 Natural Acc 6810	Description	Allocated 2023-24	Actual 2023-24	Proposed recommendations or adjustments 2023-24	Comments	Council Decision/ Delegated Authority
9197	Group Sponsorship					
9197	Cultural Learning Centre Mosaica Inc			2,500	Requested \$5,000 and recommend \$2,500 for "supporting partner sponsorship" to assist members to participate in the Adelaide Slavic Pancake Festival.	Council Decision
9197	Perth Glory Football Club			6,000	Requested and recommend \$6,000 for "partner sponsorship" for Women's A League training and free community events at Dalmatinac and Lucius Park's.	Council Decision
9197	Cockburn Masters Swimming Club Inc			13,000	Requested and recommend \$13,000 for "major event partner sponsorship" for Jetty to Jetty Swim 28 to be held on 10 March 2024.	Council Decision
9197	Group Sponsorship to Organisations Sub Total			21,500		
9197	Allocation available for round two 2023/24 March 2024			68,500		
	Group Sponsorship to Organisations	90,000		90,000		
9197	Individual Sponsorship	10,000	3,000	0	Individuals attending a significant event or activity at a national or international level for which they have been selected.	Delegated Authority
	Sponsorship Sub Total	100,000	3,000	0		
	Grants					
8040	Landowner Biodiversity Conservation Program	35,000	-1,765	36,765	Financial and natural resource management, training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property.	Delegated Authority
9004	Emergency Disaster Fund	15,000	0	0	For one-off emergency and disaster situations.	Delegated Authority
9015	Youth Academic Grants	2,000	350	0	Assists young people to travel to attend academic programs and activities.	Delegated Authority
9031	Junior Sports Travel Assistance Program	50,000	14,800	0	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports to travel to competitions.	Delegated Authority
9240	Sustainability Grants Program	40,000	0	0	Grants program established in accordance with Council Decision on 13 May 2010.	Delegated Authority
9241	Len Packham Hall Subsidy (Burdia)	6,000	115	0	Subsidy program that assists Indigenous Cockburn families with hall hire costs for hosting funerals, memorials and cultural events.	Delegated Authority
9312	Community Grants Program	100,000	-6,000	106,000	Formal grant process for local community groups and organisation. (\$6,00 funds returned from March 2023 round)	Delegated Authority
9314	Provide Bins Sporting Events	5,000	72	0	Provide bins to schools for sports carnivals.	Delegated Authority
9327	Community/Residents Assoc. Hall Hire Subsidy and Support Program	14,000	1,321	0	Assists community groups with hall hire for monthly meetings and events, incorporation/set up funds for new residents associations, small PO box hire funds.	Delegated Authority
9329	Cultural Grants Program	40,000	0	0	Provide small grants to cultural and artistic groups and individuals.	Delegated Authority
9331	Bus Hire Subsidy	1,500	0	0	Provides a subsidy towards the bus hire for community organisations.	Delegated Authority
9335	Grants General Welfare	10,000	2,300	0	Miscellaneous requests for small donations as per Community Funding Guidelines.	Delegated Authority
9341	Community Group Newsletter Subsidy	7,000	854	0	Assists community groups to disseminate information.	Delegated Authority
9373	Small Events Sponsorship Program	46,000	16,341	0	Small Events Sponsorship Program for local events for community organisations.	Delegated Authority
9396	U Fund	1,000	0	0	Small grants for youth for cultural/arts initiatives and events.	Delegated Authority
9399	Youth Arts Scholarships	5,000	0	0	Assist young people to travel in order to participate in performing/arts events and also for further study.	Delegated Authority
9490	Environmental Education Initiatives Program	15,000	100	0	Assists schools to facilitate environmental education.	Delegated Authority
9517	Cockburn Community Group Volunteer Insurance	18,500	18,789	20,000	Cockburn Community Group Insurance Program.	Delegated Authority
9535	Council Match Staff Donation	2,000	0	0	Council to match staff fundraising effort.	Delegated Authority
9673	Sport and Recreation Club Grants	40,000	2,816	0	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment.	Delegated Authority
9674	Grants to Schools	13,000	7,763	0	For small donations to schools for minor items.	Delegated Authority
9688	Security Subsidy for Seniors	63,000	19,405	0	Subsidy program for security devices for seniors.	Delegated Authority
9732	Economic Development (Business) Grants	100,000	0	0	For one-off projects or activities that support local economic development.	Delegated Authority
9495	Donation and Grants General Account	4,225	0	0	Remainder of grant allocations, to be allocated based on expenditure throughout the year.	Delegated Authority
	Grants Programs Sub Total	633,225	77,260	162,765		
	Totals	1,455,000	477,075	317,065		
	Budget	1,455,000	1,455,000	1,455,000		
	Balance	0	977,925	1,137,935		

15.1.3 Additional Funding for the Residential CCTV Rebate Program

Executive Chief of Community Services
Author Community Safety Manager
Attachments N/A

Offier Recommendation/Committee Recommendaition

That Council:

- (1) AMENDS the FY24 municipal budget by allocating an additional \$50,000 from the Community Surveillance Reserve for the Residential CCTV Rebate Program.

Background

At the 9 March 2023 Ordinary Council Meeting, Council adopted the Community Safety and Crime Prevention Plan 2022-2027 and approved the commencement of the Residential CCTV Subsidy from 1 July 2023.

At the 29 June 2023 Special Council Meeting, Council approved \$50,000 in the 2023-24 Annual Budget for the Residential CCTV rebate program.

The program commenced on 1 July 2023. Due to the program's success, all funding was allocated by 16 October 2023 to successful applicants.

Submission

N/A

Report

The Residential CCTV Rebate Program aims to increase safety and a sense of security amongst our community.

Under the program, residential residents can receive a rebate of up to 50 per cent (50%) of the total cost of their new or upgraded CCTV system to the maximum of \$500.

Residents must obtain quotes from licensed security installers and fill in a pre-eligibility form prior to getting the system installed. Funding is then allocated to their property.

After a review of the application, residents are sent confirmation of pre-approval and have 60 days to install a CCTV system from their chosen security provider, after which they complete the final application form including attaching all relevant requirements to receive the rebate.

Due to a high interest and popularity of the new rebate, funds for the program have been exhausted for the 2023-24FY.

Breakdown of the Residential CCTV Rebate program between 1 July - 2 November 2023:

- 127 submitted applications
- 40 pre-approved for the rebate (60 days to complete the final application form)
- 62 successfully received the rebate to date
- 25 declined/withdrawn
- 63 unsubmitted applications

Based on the current level of community uptake, it is recommended Council approves a further \$50,000, which will fund approximately 100 further homes, based on every application being eligible for the maximum rebate value of \$500.

Strategic Plans/Policy Implications

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- A safe and healthy community that is socially connected.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.
- High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

The City has either rebated or committed the existing FY 24 (\$50,000) budget to the program. Accordingly, there is no remaining budget allocation for this program in FY 24.

The additional \$50,000 can be funded from the Community Surveillance Reserve.

Legal Implications

N/A

Community Consultation

The residential CCTV subsidy was one of the most prominent community safety initiatives raised by residents during the community consultation of the Community Safety and Crime Prevention Plan 2022-2027.

Risk Management Implications

Not approving the request would delay funding for a further roll out of this vital rebate program until FY 25, which could cause minor brand risk for the City, given that community safety is the highest priority according to recent scorecard results.

Advice to Proponent(s)/Submitters

N/A

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

Nil

16. Committee Minutes

16.1 Expenditure Review Committee Meeting – 23/11/2023

<p>Recommendation</p>

<p>That Council</p>

- | |
|---|
| <p>(1) RECEIVES the Minutes of the 23 November 2023 Expenditure Review Committee Meeting.</p> |
|---|

17. Motions of Which Previous Notice Has Been Given

Nil

18. Notices Of Motion Given At The Meeting For Consideration At Next Meeting

Cr Corke submitted the following Notice of Motion on 16 November 2023:

That a report be brought to the March 2024 meeting of the Expenditure Review Committee looking at the need for creating a Multicultural Action Plan (MAP) for the City of Cockburn and detailing budgetary requirements for creating said Plan.

Reason

The City's Cultural Diversity Plan ran out in 2021.

One strategy from that Plan was to form a Multicultural Reference Group (MRG).

That Reference Group was formed one year ago but there is no Multicultural Action Plan to inform the MRG and the members of their role, and there are no defined actions or strategies for City staff working in this area.

The process has already started with a staff workshop taking place in September that was guided by three policy priorities from the state government MAP framework.

This workshop identified that the City's strategy framework should investigate the need for developing a MAP.

19. New Business of an Urgent Nature Introduced by Members or Officers

20. Matters to be Noted for Investigation, Without Debate

20.1 Bibra Lake Primary School Parking and Road Safety

Executive	Chief of Built and Natural Environment
Author	Traffic and Transport Coordinator, Travelsmart Officer and Manager Transport and Traffic
Attachments	<ol style="list-style-type: none"> 1. Bibra Lake Primary School design concepts ↓ 2. Parkway Road - Proposed Concept Design Options ↓ 3. Bibra Lake – Parkway Drive Cell Crash Map and Treatment Locations ↓

RECOMMENDATION

That Council:

- (1) RECIEVES the report; and
- (2) NOTES that the Bibra Lake Primary School has no current or future development proposals;
- (3) NOTES the proposal for alternative parking solutions within walking distance of 29 Annois Road, Bibra Lake as shown in Attachment 1 and requests the CEO to write to the Department of Education to advise of the improvement opportunities and request their consideration;
- (4) NOTES the proposal for verge improvements along Parkway Road, Bibra Lake as shown in Attachment 2 and supports the concept design proposed for improving path connectivity and parking on Parkway Road (Option 3),
- (5) REQUESTS the City pursue opportunities for increased parking compliance around Bibra Lake Primary School, with improved signage to be implemented.
- (6) REQUESTS the City pursue opportunities with Main Roads Western Australia to deliver the Low Cost Urban Road Safety Program within the area as demonstrated in Attachment 3.(Bibra Lake_Parkway Drive Cell_Crash Map and Treatment Locations)

Background

Cr Eva submitted the following Matter to be Noted for Investigation on 22 March 2023:

Investigate the construction of on-street carparking embayments and footpaths on the southern side of Parkway Drive, between Bibra Drive and the existing school car park.

Reason

Removing the existing soil and replacing it with hard stand and bitumen would enable easier parking at the school.

It can also allow for overflow parking at the Skate Park the City of Cockburn's events at the Skate Park has demonstrated that there is inadequate parking. This could alleviate the issue by creating another option.

In response to the Matter for Investigation request, officers provided the following recommendation (13 July 2023 Ordinary Council Meeting):

That Council:

- (1) RECEIVES the report;
- (2) NOTES the outcome of the site investigation – including concept design and cost estimate for the proposed options;
- (3) NOTES the subject area has a medium to a high level of place value, with the school site and child care located within residential lots with nearby recreational bushland;
- (4) SUPPORTS the concept design proposed in Option 3, which formalises existing parking on the verge and also provides a shared path connection to the surrounding area;
- (5) NOTES that the subject verge is fronting the public school owned by the Department of Education. The preferred delivery method is to time the project delivery with the next round of school expansion and support the proposed verge improvements by covering 50% of costs; and
- (6) REQUESTS that the City write to the landowner to advise them of the above and seek a contribution towards the upgrade works which directly benefit and serve their facility.

Following consideration of the officer report, Council resolved (13 July 2023 Ordinary Council Meeting):

That Council:

- (1) RECEIVES the report; and
- (2) REQUESTS the City to investigate the development intentions of the Bibra Lake Primary School and alternative parking solutions within walking distance of 29 Annois Road, Bibra Lake, providing a report on the outcome to Council.

The purpose of this report to Council is to provide the outcome of (2) above for Council's consideration.

Submission

N/A

Report

Development intentions of the Bibra Lake Primary School

The City met with the principal of Bibra Lake Primary School in October 2023. The principal confirmed there are no immediate plans to expand the school.

Student numbers have remained fairly consistent with minor growth noticed after a period of decline in more recent years. The school does not anticipate new classrooms would be required to meet the demand they are anticipating.

As no expansion is proposed, the City have investigated current parking at the school.

Current parking supply - Bibra Lake Primary School

There are currently 93 car bays in total, the breakdown of these is in the table below:

Location of parking	User	Number of bays
Car parking area off Annois Road	staff	35
ACROD parking available via pull through bay in staff car parking behind the canteen	staff visitors parents	1
38 m bus bay on Annois Road (used as parking outside of event days)	parents	6
38 m internal Kiss and Drive bay on Annois Road	parents	6
Parent's car park on Parkway Road	parents visitors	44
ACROD bay in parent's car park on Parkway Road	parents visitors	1

Present day standards – car parking supply

Both the Department of Education and the City's Parking Plan 2018-2028 indicates the minimum number of bays would be 121, which includes an allocation for:

- staff and visitors (46 bays)
- early childhood educators (15 bays)
- embayment (presumably for pickups and drop offs – 60 bays)
- universal access (3 bays, incorporated into the above provision).

Turnover is encouraged via 'kiss and drive' and pull in bays. This assists in reducing the impact of the 28 bay 'shortfall' which is observed when considering a school built more than 35 years ago against contemporary standards.

Without the intention to expand the school, this means there is limited opportunity (other than through negotiation) for the State to invest additional funds to increase parking supply at the school.

With this in mind, the City has also reviewed other issues and parking compliance where there a degree of opportunity for the City to influence outcomes.

Parking compliance and other issues observed - school grounds and immediately adjacent

- Parents are parking in a haphazard manner, driving over kerbs and parking on paths.
- The 'kiss and drive' on Annois Road is poorly designed and not functioning. It is located within private property and as such is not subject to enforcement from the City's parking compliance teams.
- The formal school parking area on Parkway Road is not well designed and not fully utilised by parents. The City noted that the vegetation planted between the carpark entry and exit is overgrown and blocks sightlines for vehicles exiting the parking area and has requested this be rectified to improve road safety.
- There is limited parking for parents and visitors for school events.
- Around five of the vehicles parked along Parkway Road belong to staff from the Child Care Centre opposite the school. The City also met with the owner of the business Treasured Tots Child Care Centre at 148 Parkway Road.

At this meeting the following was observed and confirmed:

- Staff are parking on Parkway Road verge so parents can park in front of the Child Care Centre to drop off the children, without needing to cross the busy road.
- Some parents have children at Bibra Lake Primary School and the Child Care Centre and they also park on Parkway Road verge and use this location as it is convenient to both.
- There are some difficulties with the perceived constrained carpark at the Child Care Centre so some staff and parents find it easier to park on the verge.
- Additional verge parking at the Child Care Centre could possibly be built on the corner of Parkway Road and Colonial Drive.
- The Child Care Centre complies with its development approval in terms of parking and was not granted any reduction in parking requirements.

Observations beyond the school

While many of the regional attractors are to the west and north of the Bibra Lake itself, the eastern side has a more localised character and is a popular suburb for families. There is the Walliabup Skate and Recreation Park (opened 2018) located at Bibra Lake Reserve on Bibra Lake Drive adjacent to the primary school. The skate park has a children's playground, half basketball court, BBQ's and toilets and parking for 24 vehicles (approx.)

The skate park will hold 10 events across the 23/24 Financial Year within summer months. Overflow parking from these events can be expected to occur within the local area. Without attendees choosing to travel by means other than vehicles, this is unfortunately a consequence of staging activities and events in local neighbourhoods where the infrastructure cannot meet the demand.

The small local Bibra Lake Shopping Centre is located nearby on Parkway Road. It is acknowledged by the primary school, parents will often park in this carpark and walk the children from here utilising the School Crossing Warden. The City are unaware of concerns from the Shopping Centre as there will often be reciprocal benefits with parents shopping on return from collecting their children.

Parking solutions within walking distance

With the analysis of the current situation and observations undertaken, potential solutions were then considered. These are summarised below as:

- Parking improvements (opportunities shown in Attachment 1 – Bibra Lake Primary School design concepts); and
- Verge Improvements (three options shown in Attachment 2 – Parkway Drive proposed design concepts)

Further detail is in the tables further below.


Opportunities for which external funding is available

Whilst the initial purpose of this report was to understand parking options around the Primary School, the City's officers also undertook an overview of current road safety performance within the local area, in conducting this review it appeared the area would be an ideal candidate for inclusion to the Main Roads Western Australia – Low Cost Urban Road Safety Program. This opportunity is summarised below :

- Local Area Road Safety Improvements - the City have been offered an extension to the currently approved Low Cost Urban Road Safety Program within the Bibra Lake locality. This program aims to introduce traffic calming treatments within the local area to improve road safety and liveability outcomes. This program is fully funded by Main Roads Western Australia. A preliminary assesment of the Crash locations and treatment options within the area adjacent to the Bibra Lake Primary School is presented in Attachment 3 – Bibra Lake – Parkway Drive Cell_Crash Map and Treatment Locations. NB: Further detailing of treatments is required prior to conducting a community engagement activity.

Other opportunities beyond what is shown in the attached plans could also include (subject to other parties agreement):

- Local Area Speed reduction measures - The local community group asked for LED Speed Signs along Bibra Drive. The current Main Roads warrant for installation of signs are not met.
- Reciprocal (shared use) of parking - exploring opportunities for combining resources consolidating car parking areas on both school and open space sites to create a critical mass of bays to be utilised by the school during school hours and by the community out of school hours and on weekends. These would then need to be signed and managed to provide clarity and reduce confusion for users.

Parking improvements – shown in Attachment 1	
Improved parking design	<p>Formalise existing Parkway Road verge parking (recommending Option 3 - 13 July 2023 OCM as shown in Attachment 2).</p> <p>Upgrade the 'kiss and drive' pull in bay (as per example in Atwell in Picture 1 below).</p> <p>Improve the layout of parents parking on Parkway Road as per Appendix 1.</p> 
Shared path connectivity	<p>Youth Services and the Events Team were consulted and both identified the need for improved path connectivity in the area as many community events are held at the Walliabup Skate and Recreation Park, Bibra Lake Primary and Bibra Lake Regional Park.</p> <p>Improving the path network along Parkway Road would better connect the popular destinations to the local shops, school and parking and improve road safety as people could walk or ride along the path between these sites.</p>
Pedestrian crossing Annois Road to local park	<p>On site investigation shows that the crossing from Nola Waters Reserve path to the bus bay can be improved by realignment with school access and improved sight lines.</p>
Parking Signs – review positioning	<p>Current signs along western side of Annois Road are not allowing adequate sight lines.</p> <p>These are to be relocated as per Attachment 1.</p>
Estimated costs (concept design)	<p>\$675,000 (GST Exc) for construction</p>

Verge Improvements to Parkway Road– shown in Attachment 2	
Option 1	<p>Kerb off the area, restrict parking and stabilise the soils (vegetate)</p> <p>Concept Design has been prepared and the cost estimate for construction is \$25,370 (GST Exc).</p>
Option 2	<p>Kerb off the area, restrict parking and stabilise the soils (footpath)</p> <p>Concept Design has been prepared and the cost estimate for construction is \$48,320 (GST Exc).</p>
Option 3 (recommended)	<p>Construct parallel parking embayment, provide connected footpath and shift bollard line</p> <p>Concept Design has been prepared and the cost estimate for construction is \$95,912 (GST Exc).</p>

Conclusion

The recommended option to improve the Parkway Road verge remains as Option 3 as previously proposed in the earlier officer report.

They are justifiable given the current verge does not meet the current day design standards for a Built Up area. If the option is acceptable to Council, the City would continue to progress the proposal into the next design phases in a future budget.

This investigation has uncovered with no works proposed by the school, they are not likely to provide additional car parking. However, the City has identified a number of improvements they could consider to improve their current parking primarily on their property which would complement a City verge upgrade.

The estimated cost is \$675,000. Officers do not recommend these works be undertaken using municipal funding. The school has indicated they will not fund works. It is recommended this opportunity to improve their property asset be brought to the attention of the Department of Education.

The City would not be advancing the design works into the next phase of design, this cost should be borne by the school or the department.

Strategic Plans/Policy Implications

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- An integrated, accessible and improved transport network.
- An attractive, socially connected and diverse built environment.

Budget/Financial Implications

While noting the subject verge is fronting the public school owned by the Department of Education, there are no plans to expand the school. The City would need to cover 100% of the total delivery cost of the on street parking and pathways. The Department of Education may make a contribution towards upgrade of the onsite parking and Kiss and Drive facility.

The cost estimate details would be refined and become more accurate as the detail of the design is refined.

The current level of estimate is deemed sufficient at the concept stage and will be reviewed prior to consideration for any future budget requests.

Legal Implications

N/A

Community Consultation

Preliminary engagement with both the Primary School and Owner of Treasured Tots Child Care is noted within this report. The School have offered in principle support of the changes if not required to fund the upgrades. Treasured Tots have indicated a loss of parking opportunity along Parkway Rd would be problematic for their business.

Should upgrades to Parkway Road and Annois Road be considered a priority in future budget nominations, consultation would be required as part of the project planning and delivery process. This would allow residents the opportunity to view designs of the proposed road upgrades at various stages of development and provide feedback.

Risk Management Implications

To ensure a safe environment for all road users, it is necessary to review and modify the road network in accordance with relevant standards and guides.

In this case the road will need adequate design to meet the requirements of a Built Up area adjacent to a school, shopping centre and regional park.

Advice to Proponent(s)/Submitters

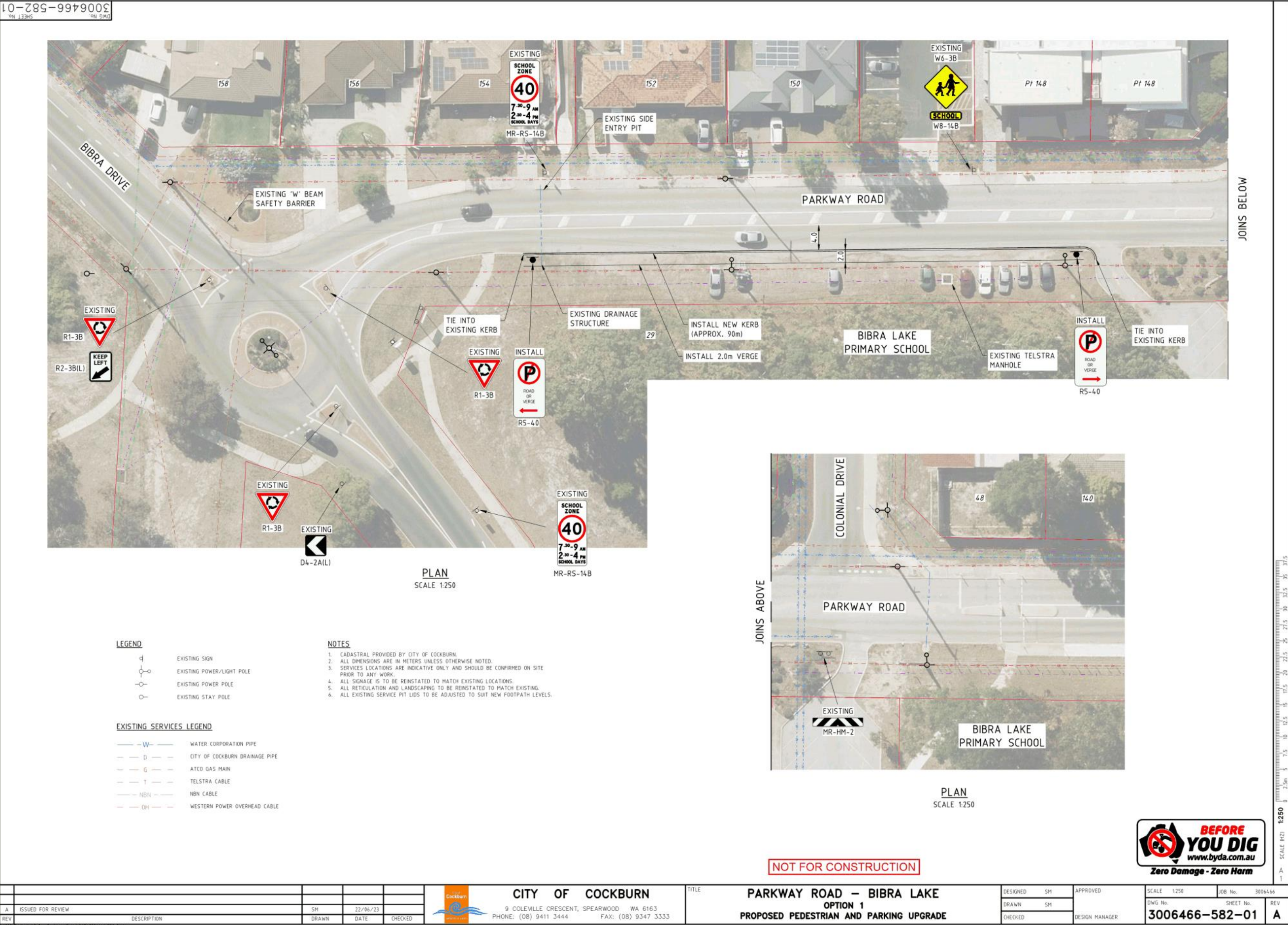
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 December 2023 Ordinary Council Meeting.

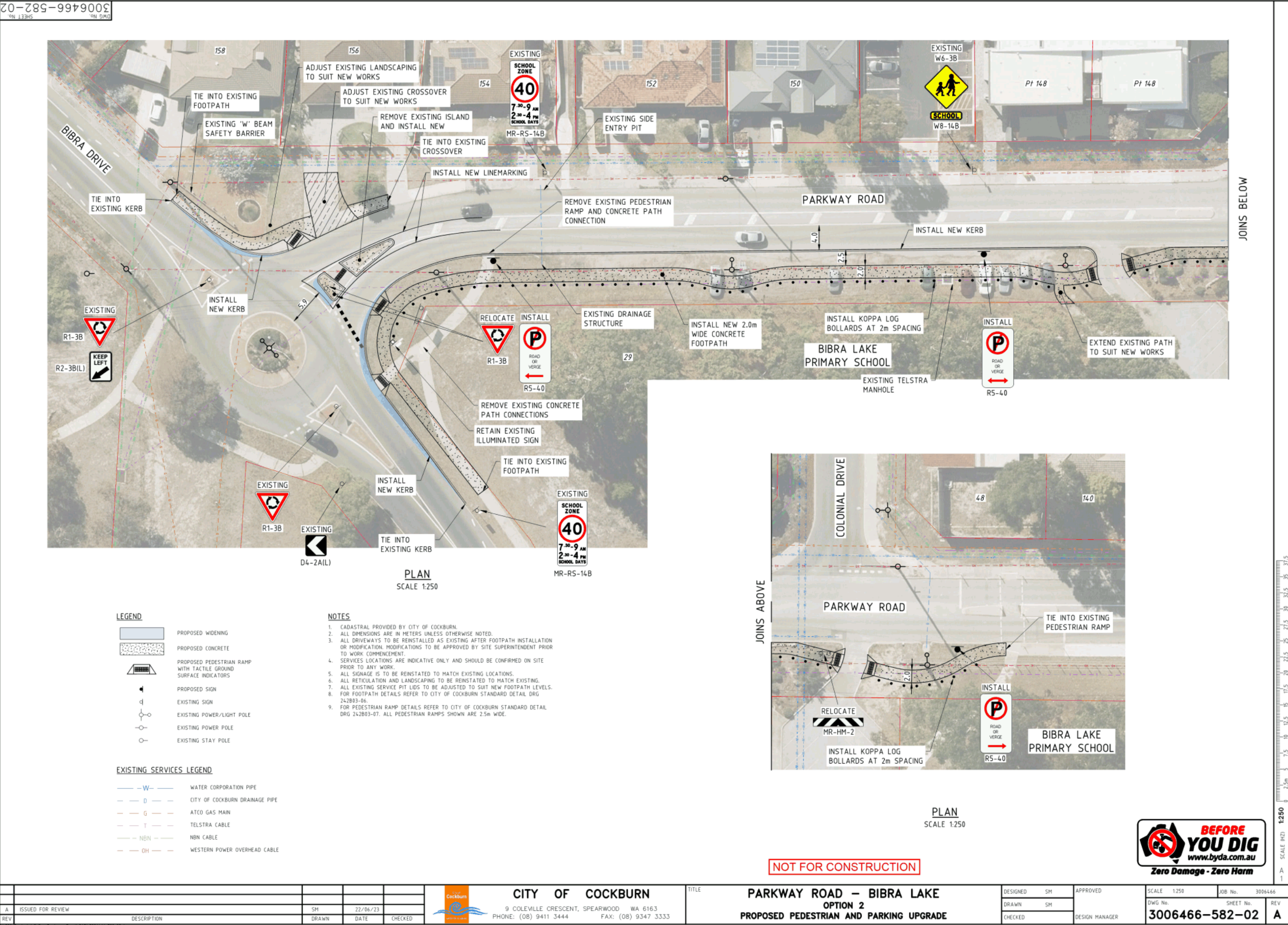
Implications of Section 3.18(3) *Local Government Act 1995*

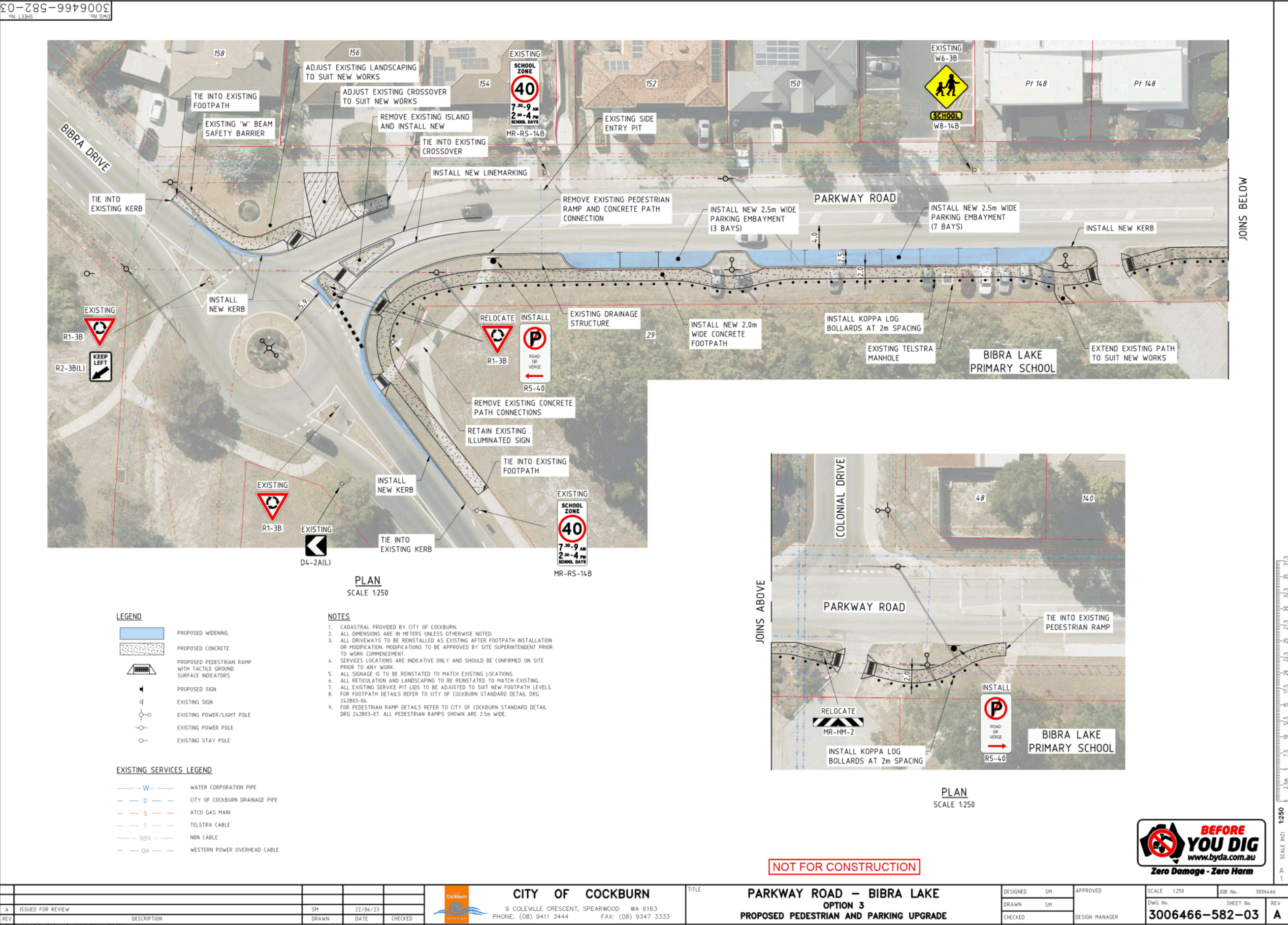
Nil

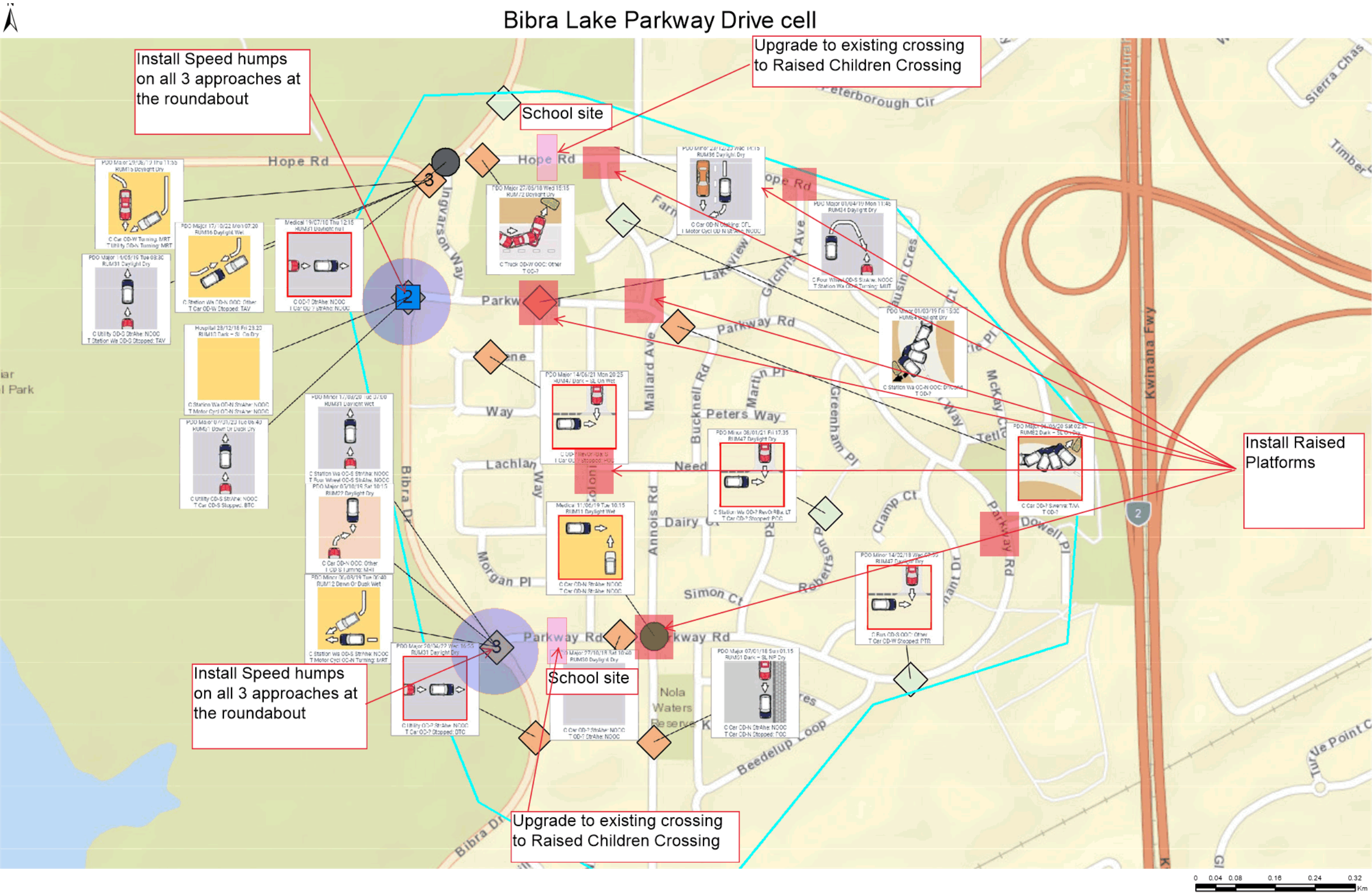












Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c)

21. Confidential Business

21.1 Confidential Staff Matter

This report and its attachments are **CONFIDENTIAL** in accordance with Section 5.23(2) (a) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:

(a) *a matter affecting an employee or employees.*

22. Resolution of Compliance

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.

23. Closure of Meeting