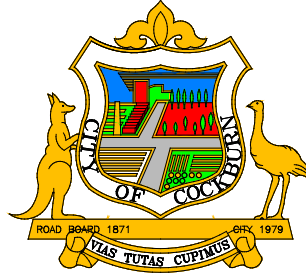


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 12 OCTOBER 2017

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 OCTOBER 2017 AT 7:00 PM

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CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 OCTOBER 2017 AT 7:00 PM

- 1. DECLARATION OF MEETING**
- 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 (OCM - 12/10/2017) - APOLOGIES AND LEAVE OF ABSENCE**

Clr Steve Portelli – Apology

- 6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**
- 7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**
- 8. PUBLIC QUESTION TIME**

9. CONFIRMATION OF MEETING

9.1 (OCM - 12/10/2017) - MINUTES OF THE ORDINARY COUNCIL MEETING - 14 SEPTEMBER 2017

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on 14 September 2017, as a true and accurate record.

COUNCIL DECISION

10. DEPUTATIONS

11. PETITIONS

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

13. DECLARATION BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING

14. COUNCIL MATTERS

14.1 (OCM - 12/10/2017) - REVIEW OF THE LOCAL GOVERNMENT ACT 1995 (089/005) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt WALGA's proposals on the Local Government Act 1995 Review, as shown in the attachment to the Agenda; and
- (2) seek clarification on the application of Sections 5.65 and 5.67 of the Local Government Act 1995 (WA) (LG Act), specific to impartiality interests within the scope of Reg.11 of the Local Government (Rules of Conduct) Regulations 2007 (WA).

COUNCIL DECISION**Background**

On 20 June 2017, the Local Government Minister announced that the Department of Local Government and Communities would commence a review of the Local Government Act 1995 (the Act). The purpose of the review is to modernise the Act and identify ways to reduce red tape to ensure WA communities benefit from efficient and effective Councils now and into the future.

To this end, a Discussion Paper was distributed on issues that have been identified over the last 8 years including WALGA's advocacy positions resolved by the sector. This included a request for Local Governments to submit additional items for consideration in the Act review process.

It is expected that this process will be carried out between July and November 2017 with the State Council item being considered at the 6 December meeting.

Submission

N/A

Report

The process is being done in two (2) stages. The first stage focuses on modernising Local Government, with the policy work and consultation to be completed in 2017 with a Bill in 2018. The second phase is delivering for the community, with the policy work and consultation to be completed in 2018 with a Bill in 2019.

WALGA is carrying out a consultation process with Member Local Governments to inform sector views and priorities.

Phase one of the review is focusing on four key areas:

- Electronic availability of information
- Meeting public expectations for accountability, including gift disclosures
- Meeting community expectations of standards, ethics and performance
- Building capacity through reducing red tape.

The City of Cockburn has been invited to participate in the consultation period with a Discussion Paper for the first phase which draws on a number of resources upon which WALGA's proposals for Act amendments are based. These resources represent long-standing positions on Act amendments that were developed by the Sector and Sector representatives.

The following key issues have previously been identified as priority items and forms WALGA's Discussion Paper. Accordingly, WALGA has initiated a process which seeks to provide a proactive response to the Government in seeking both necessary amendments and also introducing some proposed new provisions which could benefit the sector moving forward:

- (a) Gifts
 - Exempt gifts received in a genuinely personal capacity
 - Gift declarations threshold to commence at \$500.00 with no upper limit
 - Gift provisions to apply to Elected Members and CEO only
- (b) Regional Subsidiaries
 - Amend Regulations to permit borrowings
 - Amend Regulations to permit dealing in land transactions
 - Amend Regulations to permit trading undertakings
- (c) Rating Exemptions:
 - Charitable Purposes provisions
 - Rate Equivalency Payments of Government Trading entities
- (d) Financial Management Issues:
 - Borrowings
 - Investments
 - Fees and Charges
 - Financial ratios
- (e) Administration:
 - Electors' General Meetings to be optional
 - Designated Senior Officer section to be reviewed
 - Public Notices (modernisation of the Act to acknowledge electronic means)
- (f) Functions of Local Governments:
 - Tender Thresholds
 - Establish Council Controlled Organisations (Local Government Enterprises)
 - Regional Council provisions (review of compliance requirements)

- (g) Poll Provisions relating to amalgamations and boundary adjustments.
- The poll provisions contained in Schedule 2.1 of the Local Government Act should be extended to provide any community whose Local Government is undergoing a boundary change or amalgamation with the opportunity to demand a binding poll of electors.

In addition to issues raised in the Discussion Paper, the City would like to get clarification on application of sections 5.65 and 5.67 of the Local Government Act 1995 (WA) (LG Act). There is no doubt that when Local Government Council members have an s.5.60 financial interest in a matter before Council, they must disclose the nature of the interest, depart the meeting room and not participate in the decision-making process. On the other hand, members that declare an impartiality interest within the scope of reg.11 of the Local Government (Rules of Conduct) Regulations 2007 (WA) (Rules of Conduct Regulations) are advised by the Department of Local Government, Sport and Culture (DLGSC) that, having disclosed the interest affecting impartiality, they may choose to remain at the meeting and vote on the matter.

The City of Cockburn seeks to formally adopt WALGA's proposals on Local Government Act reform as identified above and in the attached Discussion Paper.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

N/A

Legal Implications

Section 3.12 and 9.10 of the Local Government Act 1995 refer.

Community Consultation

N/A

Management Implications

Failure to adopt the recommendation will potentially take away the City's opportunity to participate and provide official feedback on its views on WALGA's priority proposals and advocacy position. This will ultimately lead to the City's views not being included and considered for the final collated Local Government Act 1995 review feedback on its position at the State meeting of 6 December 2017.

Attachment(s)

Discussion Paper – Review of the Local Government Act 1995.

Advice to Proponent(s)/Submissioners

WALGA has been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

Nil.

14.2 (OCM - 12/10/2017) - COCKBURN PARKING & PARKING FACILITIES AMENDMENT NO. 2 LOCAL LAW 2017 AND CITY OF COCKBURN (LOCAL GOVERNMENT ACT) AMENDMENT LOCAL LAW 2017 FINAL ADOPTION (159/011; 025/001) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council pursuant to section 3.12(4) of the Local Government Act 1995 proceed to:

- (1) make the City of Cockburn Parking and Parking Facilities Amendment No 2 Local Law 2017, as shown in the attachment to the Agenda;
- (2) make the City Of Cockburn (Local Government Act) Amendment Local Law 2017, as shown in the attachment to the Agenda;
- (3) receive the Guidelines for Outdoor Eating Facilities; and
- (4) impose the following fees and charges in accordance with sections 6.16(3)(a) and 6.19 of the Local Government Act 1995:
 1. Three year permit application fee of \$90 for outdoor eating facility.

2. \$20 fee per chair associated with an outdoor eating facility three year permit.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

Council at its meeting of 13 July 2017 resolved to amend the City of Cockburn Parking and Parking Facilities Local Law 2007, and the City of Cockburn (Local Government Act) Amendment Local Law 2000.

Council Decision – City of Cockburn Parking and Parking Facilities Local Law 2007

MOVED Clr S Portelli SECONDED Clr S Pratt that Council:

- (1) *pursuant to Section 3.12 of the Local Government Act 1995 proceed to make a Local Law to amend the City of Cockburn Parking and Parking Facilities Local law 2007, as shown on the attachment to the agenda and advertise the proposed amendment for a minimum of six (6) weeks; and*
- (2) *pursuant to clause 9 (1) of the City of Cockburn Parking and Parking Facilities Local Law 2007 establish parking stations as follows:*
 1. *Parking Station No. 4 Bibra Lake Reserve Child Playground - Portion of Lot 65L Progress Drive Bibra Lake being the parking areas primarily on the road reserve to the east of Progress Drive and between Hope Road and Gwilliam Drive Bibra Lake.*
 2. *Parking Station No. 5 City of Cockburn Administration Centre Car Park - Portion of Lot 120 Coleville Crescent Spearwood being the roads and parking areas in the area bounded by Coleville Crescent to the north and east, Rockingham to the west and the private properties to the South of Lot 120 but excluding the parking area leased to the Cockburn Bowling Club.*

3. *Parking Station No. 6 Success Recreation and Community Facility Reserve - Portion of Reserve 7756 359 Hammond Road Success the parking areas in the area bounded by Hammond Road to the West lots to the north power lines to the east and Blackford Turn, Columbus Loop and the Success Primary School to the South.
as shown on the plan attached to the agenda.*

Council Decision – City of Cockburn (Local Government Act) Amendment Local Law 2000

MOVED Cllr L Smith SECONDED Cllr K Allen that Council:

- (1) *pursuant to Section 3.12 of the Local Government Act 1995, adopts the proposed City of Cockburn (Local Government Act) Amendment Local Law 2017, as shown in the attachment to the agenda, subject to amending Clause 6.38 to read as follows:*

6.38 Renewal of Permit to Conduct a Facility

1. *There will be no fee or charge associated with the renewal process.*
 2. *A person shall not continue to conduct a Facility without renewing the permit and shall ensure that the permit is renewed upon the 3rd year expiry date by:*
 - (a) *ensuring the permit approval conditions are complied with; and*
 - (b) *submitting evidence of current public liability insurance.*
- (2) *give state wide public notice stating that:*
 1. *The City of Cockburn proposes to amend the City of Cockburn (Local Government Act) Local Law, 2000 and that a copy of the proposed local law may be inspected or obtained at any place specified in the notice.*
 2. *Submissions about the proposed local law may be made to the City before the day specified in the notice, being not less than 6 weeks after the notice is given.*
 - (3) *requires the inclusion of the procedures and guidelines for the amendment of the local law to be presented to Council for consideration of the final adoption; and*
 - (4) *provide a copy of the proposed local law and notice to the Minister of Local Government.*

In accordance with section 3.12(3) of the Local Government Act 1995 and Council resolution of 13 July 2017 (Minute Nos. 6113 and 6114)

Statewide Notice was given in the West Australian newspaper on 28 July 2017 for a period of at least 6 weeks.

Submission

N/A

Report

Parking & Parking Facilities Local Law 2007

Notice was given that the City of Cockburn resolved to amend the City of Cockburn Parking and Parking Facilities Local Law 2007 pursuant to Section 3.12 of the Local Government Act 1995.

The purpose of the proposed amendment to the City of Cockburn Parking and Parking Facilities Local Law 2007 is to establish new parking stations to serve:

1. Bibra Lake Reserve (portion of lot 55L Progress Drive)-Children's Playground.
2. City of Cockburn Administration Centre portion of Lot 120 Coleville Crescent Spearwood.
3. Success Recreation and Community Facility Reserve 7756 Hammond Road.

The effect of the proposed amendment to the City of Cockburn Parking and Parking Facilities Local Law 2007 is to effectively control the parking for the City of Cockburn Administration Centre, Bibra Lake Reserve Child playground, and Success Recreation and Community Facility Reserve to allow adequate parking availability for members of public at these facilities.

City of Cockburn (Local Government Act) Amendment Local Law 2000

Notice was also given that the City of Cockburn resolved to amend the City of Cockburn (Local Government Act) Local Laws 2000 pursuant to Section 3.12 of the Local Government Act 1995.

The purpose of the proposed amendment to the City of Cockburn (Local Government Act) Local Laws, 2000 is to include clauses relating to management of outdoor dining areas on public places and provide the City the ability to prohibit fishing in specified areas.

The effect of the proposed amendment to the City of Cockburn (Local Government Act) Local Laws, 2000 is the establishment of a permit

application process for conducting outdoor dining areas on any part of a public place, and provides a provision to prohibit fishing in the City's conservation areas or constructed wetlands.

Section 3.12 of the Local Government Act 1995 contains the procedure for the making and amending of local laws. S.3.12(4) states that:

"after the last day for submissions, the local government is to consider any submissions made and may make the local law (by an absolute majority) as proposed or make a local law that is not significantly different from what was proposed".

Advice was received from the Department of Local Government, Sport and Cultural Industries and incorporated into the attachment of the proposed amendments to the Local Laws mentioned above.

Legal advice was sought, and advice was received to omit the specific details of the renewal timeframes and fees out of the local law, and include this in the Guidelines. The Guidelines for Outdoor Eating facilities has been amended accordingly to cover renewal conditions and timeline, as specified in the recommendation of 13 July 2017. Please see attached revised Guideline for Outdoor Eating Areas. The legal advice received is also attached to this report as a confidential attachment.

As there were no submissions received, it is now proposed that Council resolve to adopt the proposed City of Cockburn Parking and Parking Facilities Amendment No 2 Local Law 2017, and the City Of Cockburn (Local Government Act) Amendment Local Law 2017.

Strategic Plan/Policy Implications

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Economic, Social & Environmental Responsibility

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.

Budget/Financial Implications

Application fee of \$90 plus \$20 per chair will be charged for permit applications in relation to the City Of Cockburn (Local Government Act) Amendment Local Law 2017.

Minor signage and advertising will be required which can be funded from current budget allocations, for the Parking Local law amendment.

Legal Implications

Section 3.12 and 9.10 of the Local Government Act 1995 refer.

Community Consultation

State wide advertising of the proposed amendments followed by 6 weeks submission period. An advertisement was placed in the West Australian Public Notices Section on 26 July 2017. In addition the City approached the three food premises with outdoor dining areas that exist in public and private spaces in the City for feedback, and no objections were received.

Risk Management Implications

The establishment of a parking station will give the City the legal means to ensure compliance to parking regulations in the carpark and access roads. There is both reputational damage and potential hazards where cars are parking in dangerous locations and/or where they damage infrastructure.

Failure to adopt recommendation 2 exposes the City to Environmental and Health and Safety risks, as the City does not currently have a legislated method to enforce and deal with outdoor eating areas in public places and fishing in conservation areas and wetlands. Furthermore, if the Local Law is not amended, there would be some inconsistencies in relation to existing practices. This practice needs to be formalised for consistency. Where the City does not adopt specific Local Laws to manage these matters, the City may be held liable in the event of personal injury claims on the footpath, thoroughfare of any other public realm.

Attachment(s)

1. Proposed City of Cockburn Parking and Parking Facilities Amendment No 2 Local Law 2017.
2. Proposed City of Cockburn (Local Government Act) Amendment Local Law 2017.
3. Guidelines for Outdoor eating Facilities.
4. Copy of Minute No. 6113 of 13 July 2017 Ordinary Council Meeting
5. Legal Advice (Confidential and submitted under separate cover)

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. PLANNING AND DEVELOPMENT DIVISION ISSUES

15.1 (OCM - 12/10/2017) - PLANNING APPLICATION – CHANGE OF USE FROM STORAGE (HARDSTAND AND SELF-STORAGE) TO PLACE OF WORSHIP (BAIK YANG PRESBYTERIAN CHURCH) LOCATION: 36 (LOT 21) VERNA COURT COCKBURN CENTRAL - OWNER: STANLEY NOEL BIRD & REPPICS PTY LTD - APPLICANT: TUSCOM SUBDIVISION CONSULTANTS. (DA17/0538) (P ANDRADE) (ATTACH)

RECOMMENDATION

That Council

- (1) grant planning approval for the change of use of 36 (Lot 21) Verna Court, Cockburn Central from Storage (hardstand and self-storage) to Place of Worship (Baik Yang Presbyterian Church), in accordance with the following conditions and advice notes:

Conditions

1. Development may be carried out only in accordance with the details of the application as approved herein and any approved plan. This includes the use of the land. The development has approval to be used for a Place of Worship only. In the event it is proposed to change the use of the tenancy, a further planning application needs to be made to the City for determination.
2. A maximum number of 200 people are permitted to occupy the Place of Worship at any one time on Sundays.
3. A maximum number of 50 people are permitted to occupy the Place of Worship at any one time Monday to Saturday.
4. *Compliance with the relevant provisions of the City of Cockburn Town Planning Scheme No. 3 in relation to Development Contribution Plan No. 11.*
5. Prior to occupation of the building hereby approved, the 50 parking bays, driveway/s and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use in accordance with the approved plans.
6. Prior to occupation of the building, a minimum of 7 bicycle stand/rack that conforms to Australian Standard 2890.3 (as amended) shall be provided in close proximity to the entrance of the building.

7. All outdoor lighting shall be installed and maintained in accordance with Australian Standard AS 4282 - 1997 *"Control of the Obtrusive Effects of Outdoor Lighting"*.
8. Prior to the approval of the Building Permit Application, the applicant is to provide a noise management plan that is in line with the Environmental Acoustic Assessment submitted by Herring Storer Acoustics dated August 2017 (Ref 22168-1-17185).
9. The Building Occupancy Permit Application form shall be accompanied by a report from the builder/developer confirming compliance with the requirements of the acoustic report and that any structural recommendations of the report are incorporated into the development, to the satisfaction of the Manager, Environmental Health.
10. Prior to the approval of the Building Permit Application, the applicant is to obtain written confirmation from the Manager, Health Service as to the suitability of a further acoustic report from a recognised acoustic consultant. This report is to confirm that all recommendations made in the Environmental Acoustic Assessment submitted by Herring Storer Acoustics dated August 2017 (Ref 22168-1-17185), have been incorporated into the proposed development and the design and location of all mechanical plant within the development will not result in noise emissions exceeding those set out in the Environmental Protection (Noise) Regulations 1997 (as amended).
11. The development site shall be connected to the reticulated sewerage system of the Water Corporation before commencement of any use.
12. All onsite waste water disposal systems, including all tanks and pipes and associated drainage systems (soak well or leach drains) as well as any stormwater disposal systems, shall be decommissioned, prior to the commencement of the use or occupation.
13. The buildings shall be constructed in accordance with the approved plans (including any amendments marked in red) and to the required standard for the Bushfire Attack Level 29 (BAL29), with the exception of minor variations endorsed by the Manager Building Service as necessary by detailed design.
14. The Building Protection Zone shall be established prior to

occupancy of the building and the property thereafter maintained in accordance with the Bushfire Management Plan approved by the City.

15. Prior to the commencement of the use, all recommendations as stated in the approved Bushfire Management Plan dated 10 July 2017 are to be undertaken.
16. Where the driveway abuts the public street, associated walls, fences and / or adjacent landscaping areas shall be truncated within 1.5 metres thereof or limited in height to 0.75 metres.
17. Prior to the issue of a Building Permit, a revised landscaping plan is to be provided reflecting five (5) shade trees in the car parking area, to the satisfaction of the City.

Advice Notes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, or with any requirements of the City of Cockburn Local Planning Scheme No. 3 or with the requirements of any external agency.
2. The use of the development hereby approved is Place of Worship. A Place of Worship is defined in the City of Cockburn Town Planning Scheme No. 3 as "*premises used for religious activities such as a church, chapel, mosque, synagogue or temple*".
3. The development shall comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997*. The installation of equipment within the development including air-conditioners, machinery, water chillers, air and recycling pump and similar equipment shall not result in noise emissions to neighbouring properties exceeding those imposed by the *Environmental Protection (Noise) Regulations 1997* (as amended).
4. This development has been defined as a public building and shall comply with the relevant provisions of the *Health (Miscellaneous Provisions) Act 1911* (as amended), and the *Health (Public Buildings) Regulations 1992*.

5. The Applicant is advised to seek the advice of a Certified Building Surveyor concerning the requirements under the National Construction Code concerning the provision of toilets for the proposed building.
6. With regard to Condition No.10 above, under the Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974 the onsite waste water disposal system is to be removed, filled with clean sand and compacted. Proof of decommissioning is to be provided in the form of either certification from a licensed plumber or a statutory declaration from the landowner/applicant, confirming that the site has been inspected and all components such as the septic tanks, soak wells, leach drains and any associated pipework have been removed.
7. Accessible car parking and access shall be provided and designed in accordance with the Australian Standard AS 2890.6.
8. All food businesses must comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the Food Act 2008 the applicant must obtain prior approval for the construction or amendment of the food business premises. An Application to Construct or Alter a Food Premises must be accompanied by detailed plans and specifications of the kitchen, dry storerooms, coolrooms, bar and liquor facilities, staff change rooms, patron and staff sanitary conveniences and garbage room, demonstrating compliance with Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).

The plans to are include details of:

- (a) the structural finishes of all floors, walls and ceilings;
- (b) the position, type and construction of all fixtures, fittings and equipment (including cross-sectional drawings of benches, shelving, cupboards, stoves, tables, cabinets, counters, display refrigeration, freezers etc); and
- (c) all kitchen exhaust hoods and mechanical ventilating systems over cooking ranges, sanitary conveniences, exhaust ventilation systems, mechanical services, hydraulic services, drains, grease traps and provisions for waste disposal.

These plans are to be separate to those submitted to obtain a Building Permit.

9. Any Signage is to be in accordance with the requirements of the City of Cockburn Local Planning Scheme No. 3 and Local Planning Policy LPP3.7 – Signs and Advertising. Non-exempt signage will require separate planning approval.
 10. You are advised that a Sign Permit may be required in accordance with the City's Local Laws (2000) prior to the erection of a sign. A permit is obtainable from the City's Building Services Department.
- (2) notify the applicant and those who made a submission of Council's decision.

COUNCIL DECISION

Background

The subject lot is 1.194ha in area and is bound by a private lot to all but the south, where it is bound by Verna Court. At present the lot contains two buildings and the lot has since been converted into a storage yard. The site contains a 40.5m wide easement that accommodates Western Power high voltage powerlines.

The existing 363m² building with 133m² of attached patio is situated in the centre of the lot. The smaller building with 190m² and 58m² of attached patio is situated adjacent to the north western boundary. There are two sea containers of 12m length to the north-west area of the site and a car parking area of 5 car bays to the south. There are currently two separate crossovers to Verna Court.

The proposed change of use from Storage to Place of Worship (Baik Yang Presbyterian Church) is being presented to Council for determination as objections were received during the public consultation period.

The site was previously used as a Place of Worship in 2003 – Approved in DA02/0480.

Submission

N/A

Report

Proposal

The applicant proposes to change the use of the lot from storage to a Place of Worship (Baik Yang Presbyterian Church) and comprises specifically:

- Extension of the larger building by 64m² resulting in 427m² in total size. This is proposed to be achieved by bricking up the front adjacent patio, to make it larger internally to include three more offices;
- Extension of the patio at the rear of the largest building by 34m²;
- Extension of the smaller building by 70m² resulting in 260m² in total size. This is proposed to be achieved by bricking up the entire rear patio to add a parenting room and greater seating area and the addition of two toilets to the southern façade;
- Weekly Sunday church services from within the smaller building. There will be four (4) sessions between 9am and 3pm with approximately 50 to 150 people each session. There are also irregular events for Christmas, Easter, Baptisms and Weddings with a maximum of 200 people.
- Bible study or group meetings to be held from Tuesday to Saturday for up to 30 people in the larger building.
- Office based functions to occur between 6am and 6pm Monday to Friday.
- Construction of a limestone wall at 1.8m high to the front of the property;
- Construction of a patio/canopy over the walkway between the two buildings;
- Expansion of the car parking area to accommodate 50 vehicles;
- Installation of landscaping to the site;
- Installation of a sign to the front of the wall that is to be constructed; and
- Removal of both of the existing sea containers on the lot.

Planning Framework

Zoning

The subject lot is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and Mixed Business under the City of Cockburn Local Planning Scheme No. 3 (LPS 3).

The objective of the Mixed Business Zone is:

*"To provide for a **wide range** of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones".*

A 'Place of Worship' is defined in LPS 3 as a:

"premises used for religious activities such as a church, chapel, mosque, synagogue or temple".

The use is permitted ('P') within the Mixed Business Zone. This means that the use is generally permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme.

Development Contribution Area 11

Under table 10 of LPS 3, the lot is subject to Development Contribution area 11 (DCA 11). Upon receiving this application, the City became aware that there are outstanding development contributions applicable as there have been two development applications on the lot previously approved by the City. The contribution remains outstanding. The landowner is still liable as per 5.3.13.2(d) of the City's LPS but the applicant was not aware of this upon this application for development.

This outstanding liability needs to be remedied in considering this application. An invoice has been issued to the current landowner as per 5.3.14.1 of the LPS and it will be up to the landowner and applicant to arrange any contractual obligations between them (such as who pays the invoice). Failure to pay this invoice will result in a caveat on the title being lodged to protect the City's interest.

Public Consultation

This application was advertised to seven nearby landowners for a period of 21 days. A total of three submissions were received consisting of two objections and one comment.

The main objections include:

- Noise;
- Vehicle entry and exit points;
- Traffic;
- Existence of other place of worships in the vicinity; and
- Unfamiliarity with the religion and religious organisation.

The existence of other places of worship in the vicinity is not a valid planning consideration as the Mixed Business Zone permits the use providing all other matters are complied with. There is no regulation on the distances between or the number of places of worships in one given area. The unfamiliarity with a religion or a religious organisation is also not a valid planning consideration. The external impacts were noted on the advertising letter to adjoining residents and the religious affiliation of an institution is not taken into account.

Landscaping

Under Clause 4.9.2 of LPS 3, 10% of the site is to be landscaped and one (1) shade tree to be planted in the car parking area for every 10 car parking bay provided on the lot. The applicant proposed 1520m² of landscaping, consisting of mulch, plants and grass, this accounts for 12.7% of the lot which complies with the 10% requirement. There is however no mention of street trees. Should Council approve the proposal, a condition should be imposed to ensure the planting of shade trees in accordance with LPS 3.

Bush Fire Management

The lot is identified as a bush fire prone area which means that a Bushfire Management Evacuation Plan is required to be provided with the application. The report was conducted by Green Start Consulting dated 10 July 2017. In summary, the report concludes that the buildings must be built to Bushfire Attack Level 29 as per AS 3959 to ensure the protection of building occupants. Apart from recommending a notification to be placed on the Title to alert future landowners, the report also puts in place practices and expectations for maintenance that should be undertaken by current and future landowners.

Should Council approve the development, a condition should be imposed requiring compliance with the Bushfire Management Plan dated 10 July 2017.

Front Fence

A front fence with a span of 115m and a sliding automatic gate is proposed along the lot boundary to Verna Court. Whilst the zone is not residential, the City can look to the R-Codes for reference to determine

what a reasonable fence would be given its interface with residential lots on the southern side of Verna Court. The R-Codes allows fences to have 1.8m high piers with visually permeable inserts above 1.2m high. The proposed fence intends to install visually permeable inserts above 0.975m, with piers to 1.8m high. As the fence is visually permeable above 0.975m, the fence shows regard to amenity of the area.

The R-Codes requires truncations for vehicle sightlines where a solid fence or wall is higher than 0.75m and comes within 1.5m of a driveway or vehicle access. There is no truncation proposed where the wall at 0.975m high meets the driveway to access the car parking lot. Should Council approve this development, Council should impose a condition requiring the wall to be no higher than 0.75m within 1.5m of where the fence meets the driveway to ensure vehicle and pedestrian safety.

Signage

The applicant has noted a future sign on the proposed front fence, facing Verna Court. The sign is to be 1m by 2m, however, no further details of the sign have been provided. Therefore, should Council approve the proposal, a condition should ensure that non-exempt signage obtain a separate planning approval.

Noise

The applicant has advised that worship services will take approximately an hour to complete and will involve participants sitting on chairs listening to sermons. There will be music consisting of a band, drums and an electric guitar. As part of this application, a Noise Impact Assessment was prepared by Herring Storer Acoustics Pty Ltd to determine if the use could have an impact on the adjoining properties and residences. In summary, the report concluded that the amount of noise produced is highly unlikely to cause a disturbance to nearby and adjoining residents or create excessive noise emissions that exceed the permitted noise decibel levels specified under the *Environmental Protection (Noise) Regulations 1997*. Should Council approve the proposal, conditions should be imposed requiring a noise management plan to be as per the acoustic report assessment and compliance with the recommendations of the above acoustic report.

Parking and Traffic

Under LPS 3 a Place of Worship requires one (1) car parking space for every four (4) seats or people accommodated (whichever is greater). A maximum of 200 members are proposed to be present on site for sessions at any one time. This necessitates the provision of a total of 50 car bays under LPS 3. There are currently only 5 car bays on site, however a total of 50 are proposed by expanding the existing car park

area. There is also existing hardstand area which can be used for overflow car parking should it be required. All 50 car parking spaces will be required to be sealed, drained, line marked and made available for use in accordance with the approved plans.

With approximately 50 to 200 members attending on Sundays, the additional traffic to and from the proposed site with the proposed exit and entry can be serviced by the existing surrounding road network from a capacity perspective and that it is unlikely to have a significant impact on the operation of Verna Court. During the week, from Tuesday to Saturday, there are expected groups of up to 30 people with only one meeting per day which is not expected to cause a detrimental impact on the surrounding road network.

Bicycle racks

Under LPS 3 a Place of Worship requires one (1) bicycle space for every 30 seats or 100 people accommodated (whichever is greater). There are currently no bicycle bays provided nor proposed, therefore, should Council approve the proposal a condition should be imposed requiring seven (7) bicycle bays to be provided to ensure compliance with the City's LPS.

Conclusion

The proposed change of use from storage to Place of Worship (Baik Yang Presbyterian Church) is supported for the following reasons:

- The proposal is consistent with the planning framework applicable to the site;
- The proposal will not negatively or unreasonably affect the amenity of surrounding residents in terms of noise or traffic; and
- The site will be upgraded making the site more aesthetically pleasing.

It is therefore recommended that Council approve the proposed change of use subject to conditions.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide safe places and activities for residents and visitors to relax and socialise.
- Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities across our community

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

Budget/Financial Implications

Nil.

Legal Implications

Nil.

Community Consultation

The application was advertised to seven (7) nearby landowners in accordance with clause 64(3) of the deemed provisions within the *Planning and Development (Local Planning Schemes) Regulations 2015*. A total of three (3) submissions were received during the advertising period. See Consultation section of the report above.

Risk Management Implications

Should the applicant lodge a review of the decision with the State Administrative Tribunal, there may be costs involved in defending the decision, particularly if legal Counsel is engaged.

Attachment(s)

1. Locality Plan
2. Site and Landscaping Plans
3. Floor Plan and Elevation Plans

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

Nil.

15.2 (OCM - 12/10/2017) - ARMADALE ROAD UPGRADE PROJECT AND RESOLUTION UNDER LAND ADMINISTRATION ACT 1997 (089/001) (A TROSIC)

RECOMMENDATION

That Council agrees to the following excisions and dedications of land as road under Section 56 of the *Land Administration Act 1997* subject to the following:

- (1) agrees to the excision of the portion of Reserve 8129 shown bordered yellow on Main Roads Western Australia's Drawing Number 1660-025-2, subject to Main Roads WA designing in some additional short term parking off Warton Road, in the vicinity of the southern boundary of the Fremantle Pistol Club lease, to provide parking for visitors who may wish to visit and reflect on the War Memorial;
- (2) agrees to the excision of portion of Reserve 1820 shown bordered yellow on Main Roads Western Australia's Drawing Number 1660-026-2;
- (3) agrees to the dedication of the land (portion of City owned Lot 24 Armadale Road) shown shaded and stippled on Main Roads Western Australia's Drawing Number 1660-027-1, subject to Main Roads undertaking a drainage study to demonstrate that the drainage function and utility of the drain on this portion of land will be maintained, and that any associated use of the drain for drainage by MRWA clearly demonstrates that the drain is capable of such use; and
- (4) notes that compensation to the City will be determined through the normal processes of the Land Administration Act 1997.

COUNCIL DECISION

Background

Main Roads WA is delivering the Armadale Road upgrade project. This is a comprehensive upgrade project, dealing with:

- First stage: duplication of Armadale Road between Tapper Road and Anstey Road and;

- Second stage: Armadale Road deviation and new North Lake Road bridge and freeway interchange, including interchanges at Solomon Road and Tapper Road.

The first stage is in preparation for delivery to commence in late 2017/early 2018.

Main Roads have written to the City on 30 August 2017, seeking a prerequisite Council resolution to indicate Council's consent to dedicate as road discrete portions of land. These dedications are associated with the first stage works. It is recommended that Council resolve the required road dedications, subject to a number of prerequisite actions as outlined in the resolution.

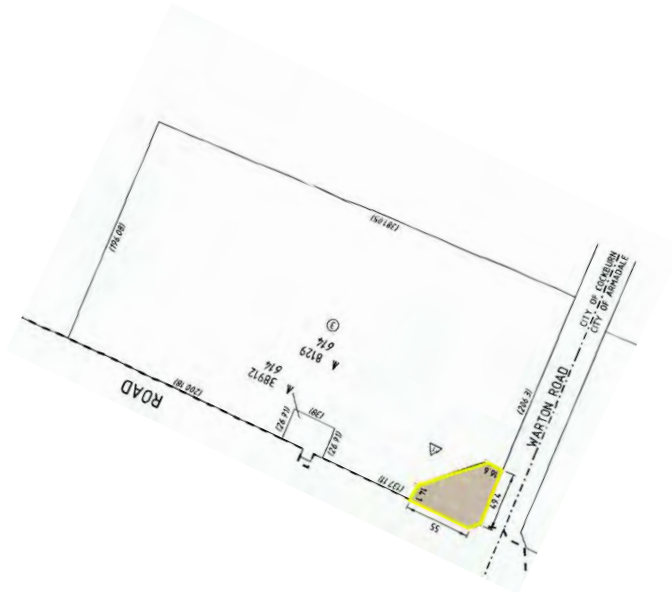
Submission

NA

Report

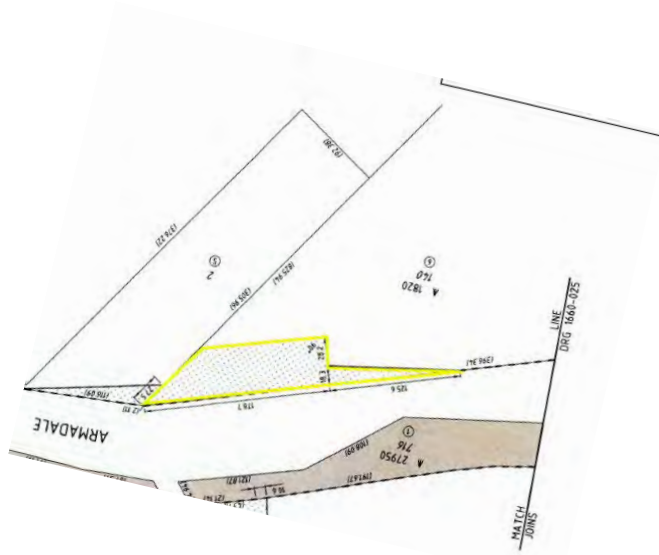
Main Roads have advised that the planning and technical review phases of the stage 1 project for the Armadale Road duplication have been recently completed, enabling the actual known land requirements to be identified. This has identified a number of discrete parcels, which are either Crown reserves managed by the City of Cockburn, or freehold lands comprising drainage infrastructure. These specified land parcels are identified following, with a comment made after each to indicate the issues and recommendations in respect of dedication of the land parcels:

1. Excision of portion of Reserve 8129, being a reserve for Club and Club Premises, which a portion (outside the excision area) is leased to the Fremantle Pistol Club. The City's Management Order for this land is E852423, and the affected portion of the land is shown following. Below this map is the current aerial photo, showing the portion of land in question. This is outside the leased area of the pistol club:



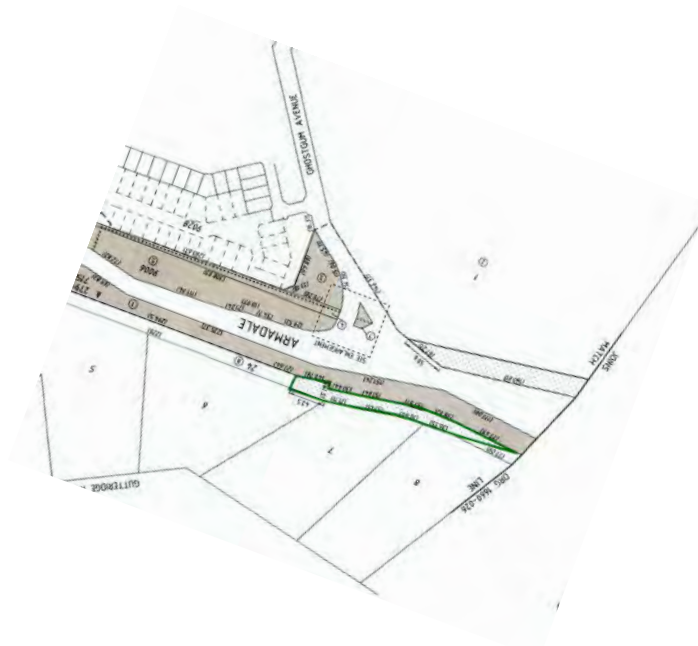
As this excision will effectively see the current limited car parking which is available off Armadale Road for the Banjup War Memorial removed, it is recommended that Main Roads WA be asked to design some additional short term parking off Warton Road, in the vicinity of the southern boundary of the Fremantle Pistol Club lease, to provide parking for visitors who may wish to visit and reflect on the War Memorial.

2. Excision portion of Reserve 1820, being reserve for Recreation with the City having Management Order E852423. The affected portion of the land is shown following. Below this map is the current aerial photo:



This excision affects the peripheral buffer area of the reserve, coinciding with the part of the reserve which has not been previously sand mined. Sand mining operations continue by virtue of the mining tenement which exists by virtue of the Mining Act over this land. As shown in the aerial photo, the access and weigh bridge infrastructure is not impacted.

3. Portion of City of Cockburn owned land, being 3684m² area of land at Lot 24 on Plan 13599 and being part of the land comprised in Certificate of Title Volume 1603 Folio 476. The affected portion of the land is shown following. Below this map is the current aerial photo:



This piece of land forms part of the City's district drainage scheme that was established in the 1970s. The critical issue with this acquisition and dedication is the surety that the drainage function, which is still required, continues in perpetuity. Accordingly Council should only support this dedication subject to Main Roads providing drainage plans to the satisfaction of the City, demonstrating how the construction of the Armadale Road upgrade will still enable the functioning of the drainage scheme.

The drainage plans for Armadale Road should indicate what utilisation of this drain will occur, and in what manner. A recent drainage study undertaken by Cardno indicated that the drainage channel needed to be cleaned out, and that the drainage channel needed to be monitored to ensure it retained sufficient capacity. It is needed for the future control of ground water levels in this area. Accordingly Main Roads WA needs to be advised that any dedication of this channel as drainage reserve is subject to the appropriate investigations and analysis being done by Main Roads WA to the City's satisfaction.

Subject to these provisos, it is recommended that the City support these excisions / acquisitions being vested as road reserve under Section 56 of the Land Administration Act 1997.

Strategic Plan/Policy Implications

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres

Economic, Social & Environmental Responsibility

- Further develop adaptation actions including planning; infrastructure and ecological management to reduce the adverse outcomes arising from climate change

Budget/Financial Implications

Compensation associated with the acquisition of these land parcels will be separately negotiated with Main Roads WA under the auspices of the Land Administration Act 1997.

Legal Implications

Land Administration Act 1997.

Community Consultation

Whilst public engagement on the overall Armadale Road upgrade project is the responsibility of Main Roads WA, the City has consulted the Fremantle Pistol Club and the Banjup Residents Group. The City is also directly engaged as a key local government stakeholder along with the City of Armadale.

Risk Management Implications

Failure to undertake the administrative function of dedicating the excised/to be acquired land as road reserve could unnecessarily delay the project. The project is an urgent infrastructure item that is required to reduce congestion within the Cockburn Regional Centre.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.3 (OCM - 12/10/2017) - JANDAKOT VISION PROCESS - PERTH AND PEEL @3.5 MILLION - CONSULTATION ANALYSIS (D ARNDT, L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) defers further progression on contemplating intensification of land use in the Jandakot vision area until such time that the State Government releases the finalised Perth and Peel @3.5m and associated South Metropolitan Peel Sub-regional Planning Framework;
- (2) in the event the Perth and Peel @3.5m and associated South Metropolitan Peel Sub-regional Planning Framework identifies the Jandakot vision area (or any other Resource zoned area) for urban or industrial investigation, the City undertake a sub-precinct by sub-precinct analysis in consultation with landowners to determine the future planning for those sub-precincts;
- (3) in the event the Perth and Peel @3.5m and associated South Metropolitan Peel Sub-regional Planning Framework identifies no change to the zones within the Jandakot vision area (or any other Resource zoned area), the City write to all landowners within the Jandakot Vision area advising that there will be no change to the Resource zone; and
- (4) notes that through the initial public consultation process there is no consensus position for any change to the Resource zone within the Jandakot vision area.

COUNCIL DECISION

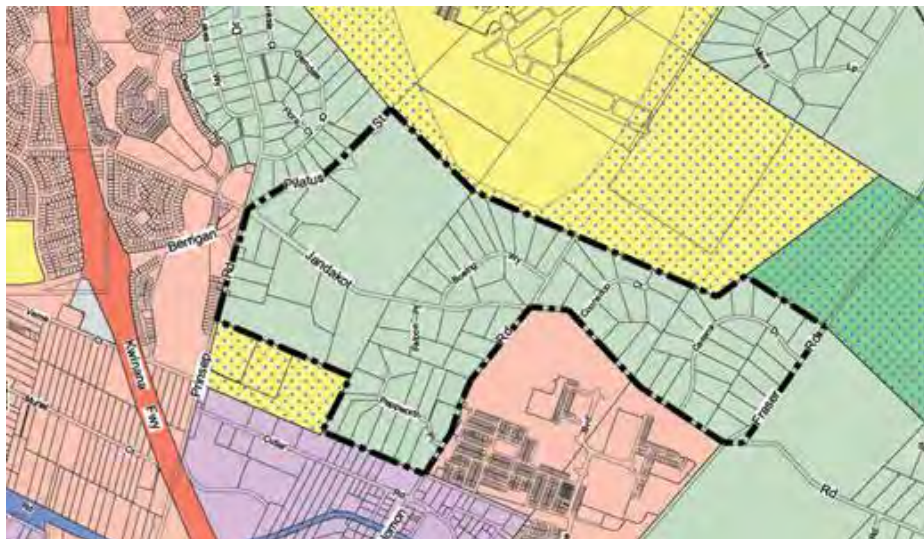
Background

On 8 June 2017 Council resolved to:

Direct the Chief Executive Officer to:

1. *Prepare a draft structure plan and take into consideration to include in the structure plan north of Jandakot Road, south up to Cutler Road, Fraser Road to Berrigan Drive, Solomon Road to Berrigan Drive.*
2. *Consider utilising an external consultant to develop the draft structure plan.*
3. *Advise the WAPC that a connected plan and vision for the entire area will be provided within 90 days.*

The project area, as per Council's resolution, is identified as an area north of Jandakot Road, south up to Cutler Road, Fraser Road to Berrigan Drive, Solomon Road to Berrigan Drive. This is shown following for ease of reference:



On 14 September 2017 Council resolved to extend the consideration period of the vision to this meeting of 12 October 2017 to allow for late submissions.

Council had received 42 submissions as at 14 September 2017. Since the close of the advertising process, including late submissions, Council received a total of 103 submissions.

The purpose of this report is to consider these submissions, and recommend a position that the Council can then take in respect of the draft Perth and Peel @3.5 million plan.

The officer recommendation proposes that Council defer consideration on this matter until such time that the State Government releases the finalised Perth and Peel @3.5m strategic plan and associated

frameworks plan. The rationale for this is addressed in detail in this report.

Council received a total of 103 survey responses. It is noted the study area includes a total of 86 registered property owners, which comprises a mix of individual and also joint landowners. Many of these submissions failed to identify the veracity of their ownership of land in the study area. It also appears a number were duplicate submissions.

Notwithstanding any land use contemplation within the study area it is noted there is a strategic need for Jandakot Road to be upgraded. This report does not propose to explore the issues regarding Jandakot Road upgrades. This matter will be dealt with in a separate report to the November Council meeting.

Submission

N/A

Report

The Jandakot vision survey was designed to respond to Council's resolution of 8 June 2017. The survey consisted of a series of questions, each with a detailed list of information and maps so that respondents were given a one-stop shop in order to consider the question, read up additional information on the question and provide a response accordingly.

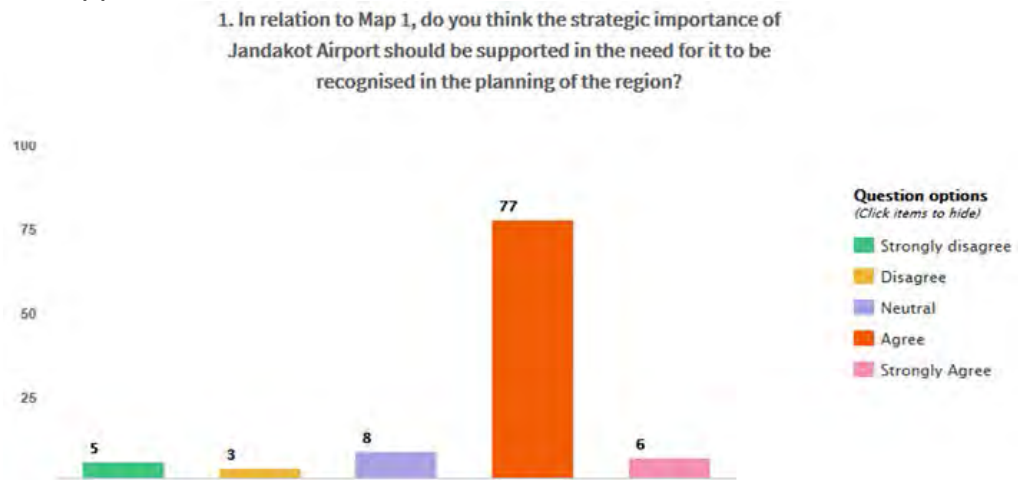
The vision survey commenced formal advertising on 31 July 2017, with a community information session held to launch the process. The survey formally concluded advertising on 31 August 2017. A total of 103 submissions were received, which can be viewed under Attachment No. 3 of this report and are summarised below. Each question will receive a comment, highlighting the raw data result and the key themes, which came out of the submissions received.

In terms of the results, the large number of anonymous responses (82%), as well as the large amount of responses endorsing a proforma submission, means that the validity of results of the vision process is not as high as the City would like. Notwithstanding this, as explained in the analysis below, it is most certainly a clear mix of views and no consensus as to whether residents want to see any change occur.

Survey Question 1: *"In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region?"*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to Jandakot Airport, and seek community views on the importance of such.

Response to Survey Question 1: In total 99 of the 103 survey participants completed the question of which the majority, 78% of the respondents or 77 people, indicated “Agree”. Accordingly, the community believe the strategic importance of Jandakot airport should be supported.



Extracts from responses:

“The surrounding land should be left rural as best option or rezoned commercial”.

“in the long term the airport should relocate”.

“Jandakot Airport does not provide any benefit for residents so should not be taken into consideration for planning changes”.

“Jandakot airport is a significant development in the area, and has many impacts to local residents. JAC will not want higher density housing in the area; significant buffers should be left in place by use of rural properties.”

“Without doubt, Jandakot Airport is the most significant area of land in the survey area. The surrounding area needs to act as a transition from urban to Airport and the current 2HA lots fit this bill. They also offer a vegetation barrier which absorbs noise”.

“We tolerate aircraft noise as it is tempered by birdsong and a feeling of open space; the resource zone protects the airport from noise complaints and the remnant vegetation helps shield urban development from the noise. Safety should also be a factor.”

“Jandakot Airport was here long before we were, when we bought we knew how close it was, at first we didn't know how much development would happen there, we expected only aircraft noise, but for the past 10 years or more we've known about the industry.”

“Jandakot Airport was here when we first bought our property and we believe we can co-exist as many other airports and nearby residential housing exist.”

“Even though Jandakot Airport may be strategically important, the surrounding areas should be utilised to their maximum potential as areas surrounding other airports locally and nationally.”

Officer comment: It is important to recognise in this context the *Planning and Development Act 2005* under Part 5 Division 3 Clause 77 specifies *“Every local government in preparing or amending a local planning scheme is to have due regard to any State planning policy which affects its district”*.

Clause 241 (1) (a) of the Act advises *“the State Administrative Tribunal is to have due regard to relevant planning considerations including any State planning policy which may affect the subject matter of [a hypothetical] application”*.

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* outlines; *“In considering an application for development approval the local government is to have due regard [under subclause ‘c’] to any approved State planning policy”*.

To the above effect it is important to note the “objectives” of SPP 5.3 as set by the State government for local government (and the community) to have due regard in this context:

“Protect Jandakot Airport from encroachment by incompatible land use and development so as to provide for its ongoing, safe, and efficient operation; and”

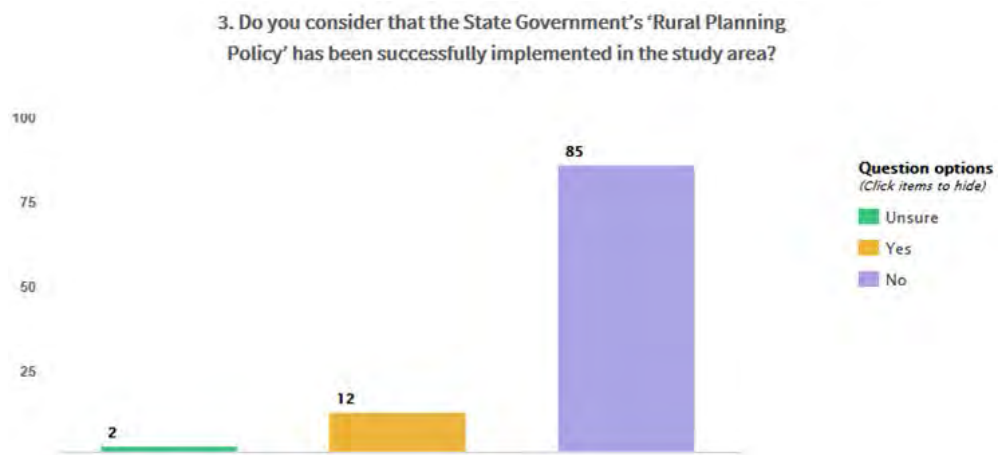
“Minimise the impact of airport operations on existing and future communities, with reference to aircraft noise.”

The quantitative results identify an overwhelming agreement (77 people or 78%) agreeing that the strategic importance of Jandakot Airport should be supported. The qualitative results (or written responses) provide a mix of views in relation to question 1. It is important to note not all submitters responded to this particular question. In addition it is important to note some for the respondents provided “neutral” responses.

Survey Question 2: *“Do you consider that the State Government’s ‘Rural Planning Policy’ has been successfully implemented in the study area?”*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to rural planning, and seek community views on the importance of such.

Response to Survey Question 2: In total 99 of the 103 survey participants completed the question of which the majority, 86% of the respondents or 85 people, indicated “No”.



Extracts from responses:

“I’m not too well versed in this policy nor live in a rural setting so can’t really answer yes or no. However I think more needs to be done to protect the rural communities, liability, culture.”

“No, as there has been significant development in the past 5 - 10 years.”

“The policy objective is to facilitate rural land uses like primary production, to my knowledge there are no primary production in the Jandakot area rendering this zoning to be superfluous.”

“The area contains significant rural land holdings, zoned resource which is compatible with the intent of the Rural Planning Policy to protect rural environmental and landscape values.”

“We need alignment with the WAPC and deter incompatible land use around the immediate vicinity of the airport. The current use aligns nicely with State Planning Policy 2.5, section 5.3. Importantly - environmental value isn’t compromised.”

"This area fits perfectly into this Policy as it ensures biodiversity protection and natural resource mgmt. As per the policy it sites rural living adjacent to urban areas with access to health, education and recreation. The Resource Zoning should remain."

"We love [that] we can live on a big block, close to the city and to shops and schools and be able to protect the environment and the groundwater."

"It is a beautiful area where we have been able to build a large home surrounded by bush and gardens while still having all the benefits of suburban life, this fits with the rural planning policy for protecting the environment."

"Our "rural" amenity has not been protected. Incompatible developments have been allowed with no buffer zones (Precinct 6) and uncoordinated and ad hoc land uses approved (Schaffer and Stockland / Calleya)."

"In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects."

"Not enough consideration given to specific holdings - land that has already been cleared should be considered for rezoning. Urban infill should be a priority in these areas to utilise surrounding infrastructure."

"It has overall planning views. Cannot do on piece meal basis. Structure plan for all areas."

"State planning has not taken overall planning for whole areas of Jandakot/Treeby areas. Need a total Structure Plans for the areas especially north of Armadale road."

"It has been ad-hoc basis with no overall plan for the area."

"Rural was successfully implemented, but we need to have a higher density population around this area now."

Officer comment: Similar to the response in Survey Question 1, having regard to this State Planning Policy would see a vision that emphasises the importance of maintaining the rural character of the area, in order to reflect the intended levels of rural amenity. This question of amenity is a key issue, with some respondents of the view that rural amenity has been destroyed. The survey results do however also reveal that others value the levels of rural amenity, which currently exist, typified by the intact rural landscapes and environmental values.

This starts to reveal the spectrum of values that exist in the area, ranging from:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

Similar to survey question 1 above, there were a number of “neutral” responses provided in relation to survey question number 2. For example “neutral” comments include but are not limited to the following; “*Question not relevant to the residents’ Vision*”, “??” and “*See Question 18*”.

“See Question 18” was a common response from those who petitioned the Banjup Residents Group submission. In total 56 responses indicated “See Question 18” as a response under Survey question 2. Notwithstanding, for the purposes of responding to survey question number 2, it is noted the Banjup Residents Group submission, of which 56 responses reference, appears not to specifically address the above mentioned criteria/ State Government legislation as outlined under SPP 2.5. The Banjup Residents Group submission refers to an “erosion of rural amenity”, “residents wishes”, “more efficient land use”, “Planning legislation and policy constraints” and provides a land use map that puts forward the contemplation of:

- Urban commercial light industrial: Area 1
- Urban and Public Open Space: Area 2
- Urban: Area 4 and 5
- Urban or commercial: Area 6

What this submission does not contemplate however is what could be done to protect rural amenity levels, and whether this could address resident wishes who feel that current levels of amenity have affected their quality of life. That is, the actions the City could take to show residents how amenity is being protected, and will continue to be protected, to keep the Resource zone a liveable area.

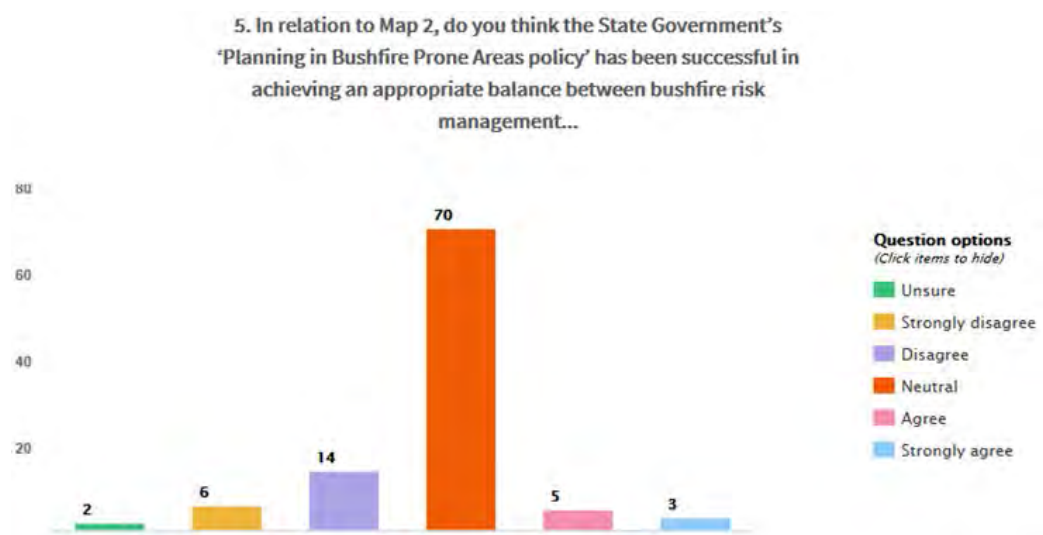
From a town planning perspective, SPP 2.5 under “*Policy Objectives*” aims to “*avoid and minimise land use conflicts*” and also “*protect and sustainably manage environmental, landscape and water resource assets.*” In summary of the above section:

- Responses 2, 18, 20, 21, 22 and 23 seem to align with the desire to remain rural;
- Responses 26, 27, 31-34 all stated “*additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects;*”
- Responses 9, 15, 16, 17, 19 indicate a desire for infill development, increased density and a Structure Plan;
- In total 56 responses indicated “See Question 18” as a response under survey question 2.

Survey Question 3: *“In relation to Map 2, do you think the State Government’s ‘Planning in Bushfire Prone Areas policy’ has been successful in achieving an appropriate balance between bushfire risk management measures, biodiversity conservation values, environmental protection, biodiversity management and landscape amenity?”*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to Jandakot Airport, and seek community views on the importance of such.

Response to Survey Question 3: In total 100 of the 103 survey participants completed the question of which the majority, 70% of the respondents or 70 people, indicated “Neutral”.



Extracts from responses:

“Haven’t studied the policy, but I know we live in a high bushfire area, which puts housing estate and airport at risk. We don’t need more houses in Cessna/Fraser Road area.”

“The area does have bushfire risk due to its rural aspect. Rural owners are aware of this and accept the management requirements. Clearing the land is not an acceptable solution to reducing fire risk, it is currently managed.”

“If you conserve bushland to protect Perth’s underground water supplies, there is the fire risk. The risk of fire is less than the risk of water contamination if the zoning changes to higher density urban dwellings that then become extremely vulnerable.”

A number of neutral responses were provided in relation to survey question number 3.

Officer comment: From a town planning perspective, SPP 3.7 advises the State Government's expectation is that Council and the community aim to:

"Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change."

This appears to again reveal the spectrum of values that exist in the area, ranging from:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

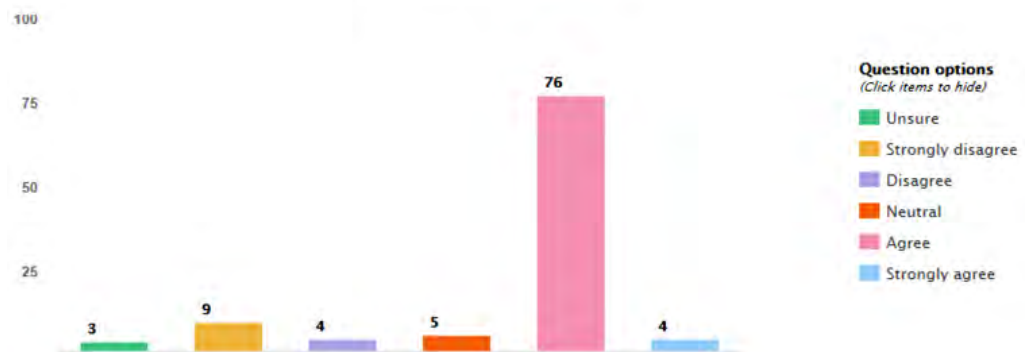
Based upon the SPP 3.7 policy objective, there appears an emphasis upon ensuring a very logical and well-planned layout of future uses. Any proposal that does not comprehensively deal with an entire area logically and strategically, will lead to a heightened risk of bushfire for people and property.

Survey Question 4: *"In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?"*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to protecting public groundwater drinking sources.

Response to Survey Question 4: In total 101 of the 103 survey participants completed the question of which the majority, 75% of the respondents or 76 people, indicated "Agree."

7. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?



Extracts from responses:

“Ground water is precious and should be protected from small density living as is occurring in recent years. Perth has a shortage of reliable drinking water therefore the Jandakot groundwater should be protected from increased housing infill.”

“If you value water you don’t build houses on it”.

“The government has sufficiently protected public ground water, however more investment needs to be put into water treatment and recycling to meet and secure the water needs of the future.”

“Limiting high density population and commercial developments over sensitive groundwater areas reduces the risk of pollution of this extremely valuable resource. Resource zoning already has restrictions in place to this effect.”

“P2 = low risk development and needs to be retained. Remnant vegetation also plays a vital part in the equation and should also be retained. It is clear, there are many lots in the survey area that hold very high water conservation values. Currently mainly land already degraded by sand mining is being developed in the area, wellheads, bushland and wetlands are protected. P2 areas adjacent to P1 catchments should be retained not downgraded, Groundwater quality must be maintained.”

“I think current developments are risking our groundwater, we need to stop industrial, commercial and further residential development on Jandakot Water Mound until we see the long term effects they are having on the quality of the ground water. I've questioned for years why they are allowing so much development on Jandakot Water Mound. Surely we should be limiting the number of houses, businesses and pollution in this area, not adding to it.”

“The study of Calleya determined that it poses low risk to the ground water and as such a study should be completed to investigate potential impacts to rezoning the study area to P3”.

“We strongly believe that by having sewerred lots instead of septic tanks as is the case now will be environmentally safer. update some well 20 years not been used.”

Officer comment: It is noted any contemplation of declassifying Priority Groundwater Areas would be at the discretion of the State Government in accordance with the relevant environmental investigations. One of the key determining authorities would be the Department of Water and Environmental Regulation.

It is noted a total of 60 responses indicated “See Question 18”. In response to “Groundwater Protection,” the Banjup Residents Group are of the opinion *“urban or commercial use of Jandakot can be compliant with State Planning Policies provided appropriate risk management measures, including deep sewerage, are put in place.”*

The Banjup Residents Group submission does not elaborate on how this is could be achieved nor does this submission reference any specific details. This is of importance, as the State Government policy framework is specifically about avoiding risks and adopting a precautionary planning principle when dealing with an issue like public drinking water.

As one example of this, the objectives of SPP 2.3 involves some of the following objectives:

“To protect groundwater quality and quantity in the policy area in order to maintain the ecological integrity of important wetlands that are hydraulically connected to that groundwater, including wetlands outside the policy area”.

“To maintain or increase natural vegetation cover over the policy area.”

A groundwater protection principle under SPP 2.3 includes; *“the application of the **precautionary principle through a presumption against development or land uses that pose a threat to the groundwater resource.**”*

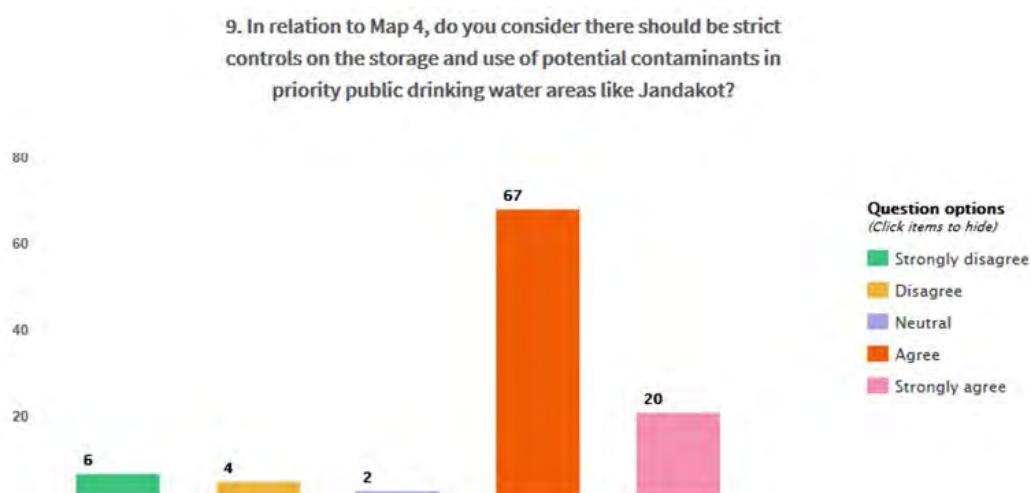
From a town planning perspective, State Planning Policy No. 2.3 ‘Jandakot Groundwater Protection’, 2.7 ‘Public Drinking Water Source’ and 2.9 ‘Water Resources’ all encourage protection of public drinking groundwater. A number of the community members agree with the philosophy of protecting groundwater. The absence of evidence to demonstrate how risks can be specifically managed, if further ‘intensive

development' is contemplated as part of a future vision, means such runs contrary to the policy framework of SPP2.3.

Survey Question 5: *"In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?"*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to how the storage and use of potential contaminants in priority public drinking water areas like Jandakot, and seek community views on the importance of such.

Response to Survey Question 5: In total 99 of the 103 survey participants completed the question of which the majority, 68% of the respondents or 67 people, indicated "Agree" and 20% or 20 people indicated "Strongly Agree".



Extracts from responses:

"We need to protect all of our/ the state's water resources, especially when they are used for public drinking water supplies."

"Commercial properties will inevitably bring chemicals not suited to the water mound."

"Strict controls must be followed and housing infill restricted as well as industrial developments to protect our groundwater from potential contaminants."

"Any form of unwanted / unexpected leaching would not be good."

"Strict controls of course, prohibition not necessarily."

“Put hundreds of houses here and you can't control the area adequately. A few 5 acres blocks easy to manage and we love where we live and will do anything to protect it.”

“I would support the lowest possible development near these areas, and catchment zones.”

“The current zoning is the best form of preservation of the groundwater and takes the appropriate action with wellhead protection zones that should remain.”

“Yes, but not just in wellhead protection zones, potential contaminants should not be kept on our sandy soils over the groundwater.”

“Please don't use current developments potential impacts as an excuse to create further hazards”.

“We risk contamination of the whole aquifer from industrial chemicals, fuels and from fertilisers with the increasing development on the water mound. Once it is polluted we've lost this resource forever.”

“Stricter controls than current. What happens if the ground water is contaminated?”

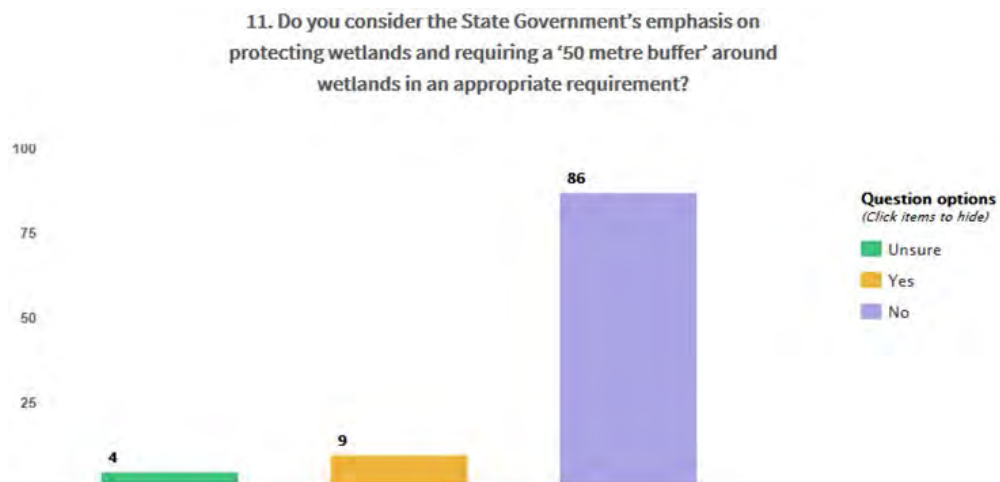
In addition to the above comments, similar to the previous survey questions, a number of submissions were considered to be “neutral” comments. In total 54 submissions indicated “see question 18”.

Officer comment: From a town planning perspective, the overwhelming policy context emphasises maximum protection of public drinking groundwater. A number of the community members agree with the philosophy of protecting groundwater. The Banjup Residents Group submission, as indicated in the analysis under Question 4, does not specifically identify how risks from future intensive development can be managed to protect groundwater-drinking supplies. This is an important issue given the State Government impose on local government through its policy instruments the notion of risk aversion and precautionary planning principles.

Survey Question 6: *“Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement?”*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to wetlands and their buffers, and seek community views on the importance of such.

Response to Survey Question 6: In total 99 of the 103 survey participants completed the question of which the majority, 87% of the respondents or 86 people, indicated “No”.



Extracts from responses:

“50 metres is good, but not sufficient unless you have really good management plans in place to deal with issues such as midges”.

“Is 50 metres enough?”

“Wetlands are vital to the whole ecosystem as is the protection of the land and groundwater.”

“No should be a lot larger”.

“Start with 200 meters”.

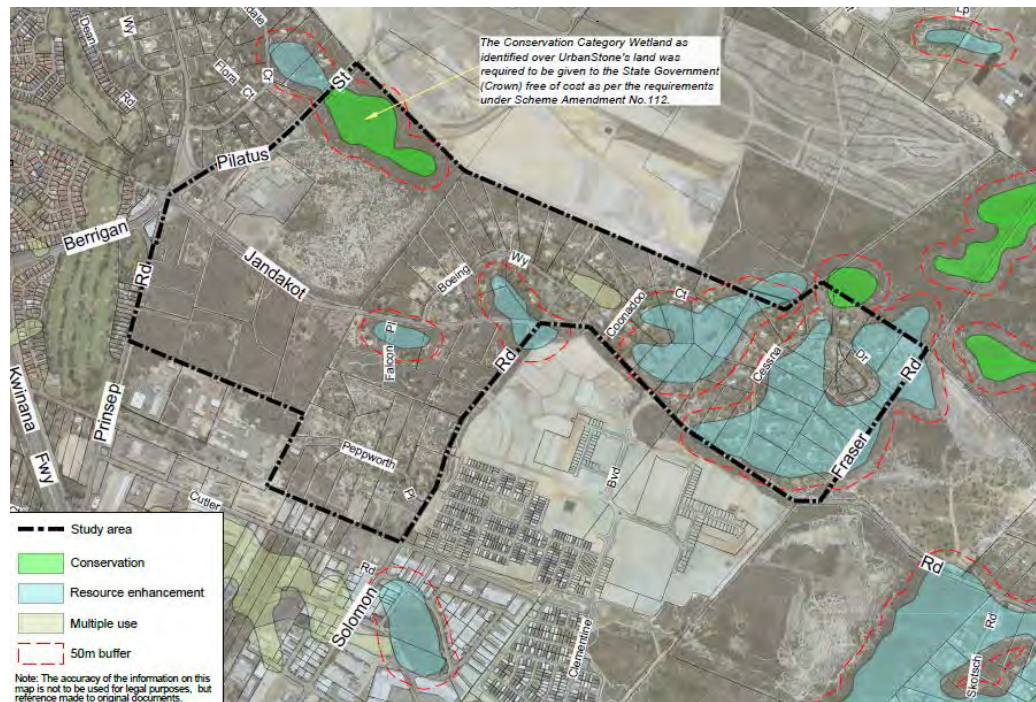
“If wildlife is involved area needs to be protected. If a 50 meter buffer is sufficient to protect wetlands then I agree it's appropriate otherwise it should be more”.

It is noted 75 responses indicated “see question 18”. The Banjup Residents Group submission (see question 18 responses) includes a section titled Geomorphic Wetlands. This section (5.5 of the Banjup Residents Group submission) provides the following comments for Council's consideration;

“Jandakot and Treeby's rural residential areas include patches of wetlands. None contain open water and most are just boggy in the winter months. The conservation value of such patches is not yet determined but this did not prevent large areas of nearby Piara Waters from being filled with thousands of truckful's of sand prior to Urban and

Commercial development. As appropriate, some wetlands can be retained and made natural features within surrounding developments.”

Officer comment: Map 5 identifies the following significant wetlands;



In relation to the comment above which implies “*none contain water etc.*”. It is important for Council and the community to note according to the Perth Groundwater Atlas the top of groundwater may be below the ground surface, and often fluctuates on a seasonal basis. On this basis on the surface the land may appear to be dry (at a particular point in time) however under Environmental Legislation the land may still be classified as a “wetland”. The notion of damp land, and the presence of wetland dependent vegetation types, often portray that it is a narrow perspective to view only a wetland as being an area of standing water.

Most of the wetlands within the Treeby and Banjup localities are managed for conservation purposes by the City. Several of these wetlands are contained within Bush Forever sites, Jandakot Regional Park or recognised as part of the Jandakot Botanic Park. Most of the wetlands are mapped as Resource Enhancement Wetlands and contain habitat values and provide valuable ecosystem functions. The City maps these wetlands for vegetation condition and floristic communities and the majority have vegetation condition in good or better condition, which indicates a high level of biodiversity and conservation value.

In addition wetlands and their associated buffers provide links through the landscape described as ecological corridors. These corridors have

been identified in the City's Natural Area Management Strategy 2012-2022 and are actively managed to enhance their value to the community and conservation outcomes. Ephemeral wetlands such as those found in these localities are consistent with others on the Swan Coastal Plain and due to their ephemeral nature provide a unique collection of flora, fauna and functions, which reflect a healthy ecosystem.

The policy framework pertaining to wetlands, set by the State Government, includes SPP 2.9 as follows:

"Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;"

"Assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and"

"Promote and assist in the management and sustainable use of water resources."

Responses number 1, 2, 3, 6, 7, 12 and 13 appear to support the State Government's emphasis on protecting wetlands. It is noted the Banjup Residents Group submission indicatively suggests *"Urban Commercial and Light Industrial"* over two *"Resource Enhancement Wetlands"* and Urban over two separate *"Resource Enhancement Wetlands"*.

The Banjup Residents Group submission mentions; *"Schaffer has already shown that its development of part of the area can be consistent with state planning policies."*

It is considered appropriate, in the context of survey question 6, to remind Council that the wetland, which was identified over Urbanstone's (Schaffer's) land, was required to be given to the State Government (Crown) free of cost as per the requirements under Scheme Amendment No. 112.

Amendment No. 112 does not facilitate development over the wetland on the Urbanstone land. The amendment mandates that this wetland is to be subdivided and given to the State Government free of cost so that the environmental significance of the wetland is not compromised.

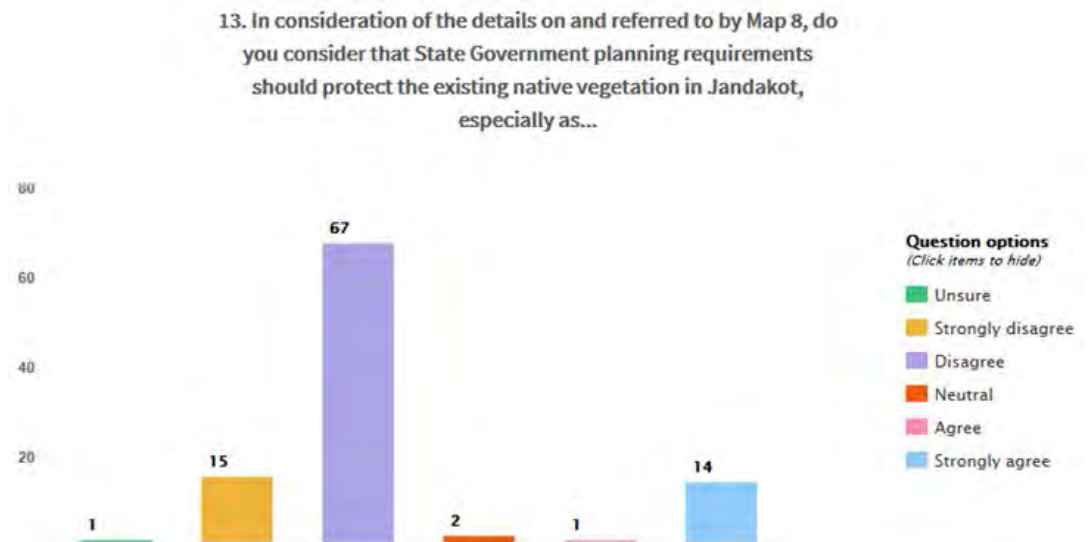


From a town planning perspective State Planning Policy No. 2.9 'Water Resources' encourages Council to *"promote and assist in the management and sustainable use of water resources"*. A number of the community members, as outlined under the qualitative survey responses above, appear to agree with the philosophy of protecting, conserving and enhancing water resources that are identified as having significant economic, social, cultural and/or environmental values.

Survey Question 7: *"In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as a mechanism to protect groundwater quality?"*

Purpose of question: to provide the community with an understanding of the planning framework pertaining to the protection of existing native vegetation, and seek community views on the importance of such.

Response to Survey Question 7: In total 100 of the 103 survey participants completed the question of which the majority, 67% of the respondents or 67 people, indicated "Disagree". A total of 14% of the respondents or 14 people indicated "Strongly Agree".



Attachment No. 3 of this Council report provides the survey responses in raw data received by Council as a result of this survey.

Extracts from responses:

"Love how you want to create corridors to connect the vegetation and reserves. As some of Perth IWSS production bores take from the superficial aquifer, yes- the native vegetation protects the water quality, acts as a filter and supports fauna."

"It is obvious the bush would protect the groundwater although much of the bush has been removed recently (5 - 10 years)".

"It is vital to protect existing native vegetation as current land owners on special rural blocks have always been mindful of this relationship with the environment and the need to protect our groundwater."

"Once this area's turned into hundreds of houses it can't be changed to rural or semi-rural again. We have restrictions on clearing and development, which protects ground water, native vegetation and native animals. Think of change in 30 years, not now."

"The area has been a significant contributor to the Perth water supply, and will continue to be so. Natural vegetation is critical to the quality of groundwater, not to mention wildlife. Concrete not so much."

"More effective plant species need to be put into the area as well as rehabilitating the area."

"Other urban developments are on cleared land. Most of the survey zone is not and is critical to preserve water quality. Apart from being a

corridor for fauna movement between bush forever sites, it also creates a unique residential lifestyle”

“To protect groundwater quality as well as ensuring the protection of biodiversity of flora and fauna. Cockburn has had a strong program of biodiversity conservation grants in this area, why ruin it now?”

“Wetlands with old melaleuca trees we should be improving and revegetating the existing native vegetation.”

Some submissions advised their opinion that there is “discrimination between large operators and small land holdings”. Specifically responses noted *“Jandakot City/ Airport can clear hundreds of hectares without any discrimination, Small 5 acre holders are subject to all stringent rules.”*

In terms of statutory context, the development of the airport is primarily undertaken within the regulatory framework of the Federal Government’s Airports Act 1996. Under Section 70 of the Act, each commonwealth airport is required to produce a final master plan. A final master plan is a draft master plan that has been approved by the Minister of Infrastructure and Regional Development. Prior to submitting a draft master plan to the Minister, the airport is required to take into account public comments.

It is understood that some submissions are concerned with the difference in legislative powers under the City’s Scheme and that of the Airports Act 1996. These differences are noted and may help explain the differences in the legislative controls.

City officers have been made aware of a recent letter, September 2017, from the Federal Member for Fremantle to the Minister for Infrastructure and Transport seeking clarification on this very issue, more specifically buffer distances.

Essentially the Commonwealth government is separate to the State Government approval process. The City of Cockburn advocates for the Commonwealth government to adhere to State government policy. Notwithstanding, any legislative differences under the approvals process within Jandakot Airport do not apply to land within the study area.

It is noted there were a number of “neutral” responses in relation to question 7. It is noted a total of 56 responses indicated “See question 18” (see Banjup Residents Group submission). The Banjup Residents Group submission makes mention of the following;

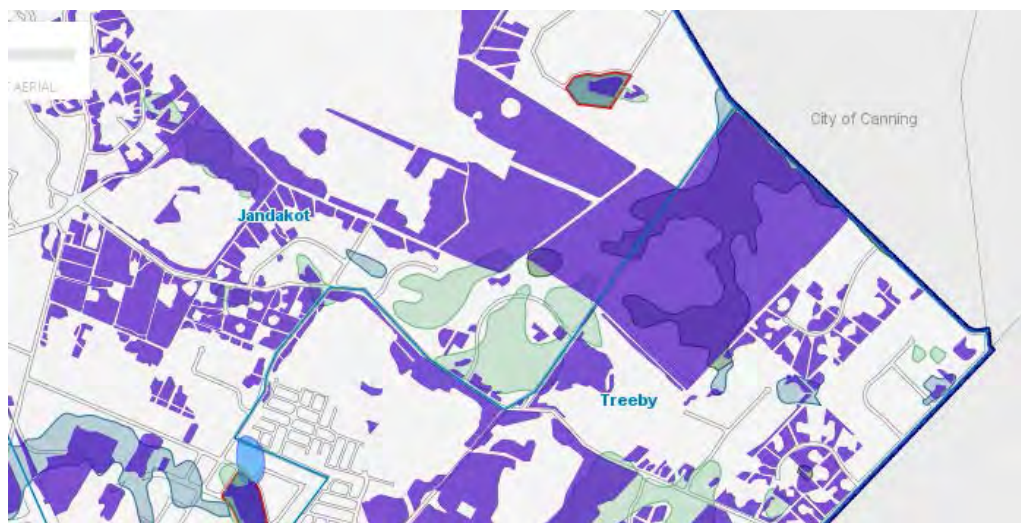
“Most of what remains of Jandakot and Treeby’s rural ambience is its remnant bushland. However, only about half of the area is woodland and on many rural properties only scrub remains. Cockburn’s Treeby District Structure Plan

shows that Urban or Commercial use can be made of remnant bush land (eg DoH and Perron lands)."

Officer comment: In relation to the above comments Council is advised, recent mapping completed by the Department of Biodiversity, Conservation and Attractions lists over 90% of Treeby, Jandakot and Banjup as containing Threatened Ecological Community (TEC) of Banksia Woodland of the Swan Coastal Plains.

This TEC is federally listed under the *Environment Protection and Biodiversity Conservation Act 1999* and is listed as endangered. Even areas that buffer TEC are important and are considered in assessing viability of populations.

The vegetation in the Treeby and Jandakot areas support a host of native species including providing foraging habitat for Carnaby's Black Cockatoos and other bird species. Fauna monitoring in this area has returned a variety of species even in areas of poorer condition vegetation indicating that any vegetation has value in contributing to species conservation where it can be found amongst better quality vegetation.



The above mapping was not available at the time of public consultation period. As discussed above, these are new mapping and legislative requirements as advised by the Department of Biodiversity, Conservation and Attractions.

Having TECs (purple) mapped, and then considering what would be their necessary buffer, means the entirety of the vision area accommodates threatened vegetation that would be expected to be protected. This is a significant issue to consider as part of any decision making. This issue again explains the spectrum of values that exist in the area:

1. Considering a vision for change vs:

2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

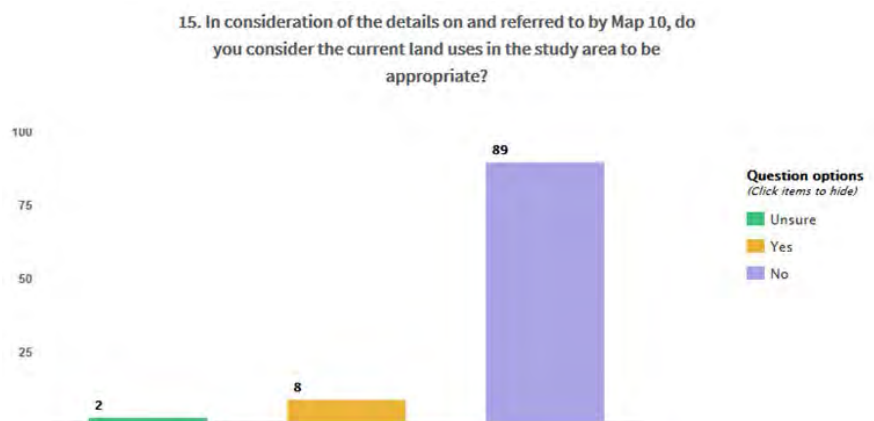
From a town planning perspective, the recently completed mapping, which lists Treeby, Jandakot and Banjup as containing Threatened Ecological Community (TEC) of Banksia Woodland of the Swan Coastal Plains, is a significant issue on its own.

This TEC is federally listed under the *Environment Protection and Biodiversity Conservation Act 1999* and is listed as Endangered. Even areas that buffer TEC are important and are considered in assessing viability of populations. Avoiding environmental impact is considered a key principle of sustainable development and planning.

Survey Question 8: *“In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate?”*

Purpose of question: to provide the community with a final integrated look at all the preceding issues, compiled on a single map to show both the opportunities and constraints facing the area. The intent then to seek community views on such.

Response to Survey Question 8: In total 99 of the 103 survey participants completed the question of which the majority, 90% of the respondents or 89 people, indicated “No”.



Attachment No. 3 of this Council report provides the survey responses in raw data received by Council as a result of this survey. Please refer to pages 36 and 37 of Attachment 3 for a full list of the receipted responses in relation to Question No. 1.

Extracts from responses:

The following comments provide the qualitative responses in three categories. Categories A, B and C. These are:

A - Those that seem to want remain as is (Resource Zone/ Rural Residential environment);

B - Those that have a desire to be rezoned;

C - Those that provided neutral comments.

In terms of comments received from those wanting to see no change, the following extracts were noted:

"Ideally there is possibly too much urban and commercial development already".

"I can only speak for Cessna/Fraser Road, where semi-rural should be protected especially as we border on bush forever. Semi-rural will compliment and protect ground water, native bush, native animals and airport."

"The current zoning has a mix of commercial, residential and rural land use, consistent with the complex restrictions of the water mound and environment. It has been zoned resource for many years and with good reason."

"Absolutely appropriate to retain these critical important stands of remnant vegetation. We can successfully develop around and amongst them to create incredibly desirable 2HA lifestyle lots"

"The current resource zoning is protecting the environment, providing a noise buffer to the airport and providing residents with highly sought after rural living blocks. Development can be screened out, we can't return our environment once it is destroyed."

"Current residential and commercial developments are mainly on land that has been sand mined. It would be a terrible waste to destroy native bushland and put further pressure on the wetland environment by developing the current resource zone."

"They protect the groundwater from further threats, are a noise barrier between suburbs and housing estates, retain vegetation and habitats and are a fantastic place to live."

"I am against all developments on a water mound"

In terms of comments received from those wanting to see change, the following extracts were noted:

"There is room to establish a medium density zoning along Jandakot road.

"Structure Plan by Banjup association should be taken into consideration."

"We need to look at overall planning for 5 acre as owners, being squeezed by industrialisation. All should be zoned commercial and industrial Schaffer Corporation will created a large industrial areas."

"Please refer to Banjup residential association submission as per attached. I fully support BRA views."

"There should be much less residential and more commercial".

"I believe as the rural amenity has been irrecoverably impacted that we need to consider urbanising appropriately to all of Treeby and Jandakot between Warton Road in the East to The Freeway in the West."

"Residential development should be considered."

"Zoning would be changed to mixed use along Jandakot road, specifically the land near the Prinsep Road and Jandakot junction".

"All land north of Armadale road be zoned commercial and industrial."

"Our map clearly shows how surrounding developments are destroying any "rural" lifestyle. However, this area has the strategic features that are critical for urban development under regional planning objectives. See detail in our submission."

"Should rezone denser to make room for future need".

"Residential or Commercial".

"Rezoning of land from Special Rural, to residential or commercial".

The remaining comments (on pages 36 and 37 of the schedule) were considered to be "neutral" comments.

Officer comment: It is noted a number of comments, not necessarily those listed above, under this survey question referenced Calleya, Schaffer and Stockland 'activities/ approvals' as justification for contemplation of development/ rezoning in the survey area.

For reasons outlined under the previous sections of this report, it is important to note each proposal is assessed on its merits at the time of lodgement. When considering a planning proposal the adopted legislation, as provided by the State Government, is applied.

State government policy, legislations, guiding statements, mapping and Acts are subject to change as has been demonstrated with the recent mapping completed by the Department of Biodiversity, Conservation and Attractions as discussed above. Documents of this nature are constantly evolving as improvements are made.

It is not considered appropriate in this context to justify one change for a particular area based on what may or may not have happened on the Urbanstone land for example. Comments of this nature run the risk of being taken out of context with the misappropriation of previous planning decisions. Planning decisions, such as Amendment No. 112 (Urbanstone) are informed by intricate supporting documentations, such as Environmental Assessments, Acoustic Reports, Bushfire Management Plans, Traffic Reports and Engineering service reports for example. Each of these reports are prepared by suitably qualified experts and then scrutinised by the relevant State government departments/ experts and Local Government officers.

Notwithstanding the above, eight of the qualitative comments under Question 8 or 38% as outlined above are in favour of remaining Rural/Resource zone. A total of 13 qualitative responses, or 61%, as received by the City indicated a willingness to be rezoned to a range of uses/zones.

It is noted these comments seeking for a rezoning included a mix of the following:

- Medium Density zoning/ or residential development;
- Mixed use;
- As per the Banjup Residents Group submission;
- Commercial;
- Industrial.

This accordingly continues to reveal the spectrum of values that exist in the area, ranging from:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

From a town planning perspective, it is worth revisiting the key policy guidance provided under the different elements that landowners considered in the lead up to Question 8.

Under SPP 2.5 its *“Policy Objectives”* aims to *“avoid and minimise land use conflicts”* and also *“protect and sustainably manage environmental, landscape and water resource assets.”*

Under SPP 3.7 its expectation is that Council and the community aim to:

“Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.”

Under SPP 2.3 ‘Jandakot Groundwater Protection’, 2.7 ‘Public Drinking Water Source’ and 2.9 ‘Water Resources,’ these encourage protection of public drinking groundwater and wetlands (including buffers).

Under the recently completed mapping which lists over 90% of Treeby, Jandakot and Banjup as containing Threatened Ecological Community (TEC) of Banksia Woodland of the Swan Coastal Plains (including buffers), this heightens the environmental value that the area represents.

This TEC is federally listed under the *Environment Protection and Biodiversity Conservation Act 1999* and is listed as Endangered. Even areas that buffer TEC are important and are considered in assessing viability of populations.

In closing out Question 8, this section does not include a definitive conclusion for or against the subject area remaining rural residential or alternatively being contemplated for higher residential density codes, commercial or industrial.

It is noted however there are a range of quantitative and qualitative responses. As a vision, the spectrum of views continues to resonate strongly.

Survey Question 9: *“Please provide any other comments?”*

Purpose of question: To provide an option for any other comments to be made.

Response to Survey Question 9: Response number 4 of question 9 (page 39) of this report mentions:

“Jandakot is of significance in the overall plan for Perth and good drinking water for all. By continuing to infill the landscape and ignore the importance of this precious groundwater, this commodity may no long be available to us.

There are many other areas of Perth that could be earmarked for urban development. However, I feel to ignore nature and to continue with development of Jandakot and pretending that by leaving small tracts of undeveloped land we can preserve and protect our groundwater and environment is folly.

Urbanization needs to stop in this fragile landscape and the council needs to consider the wider community and our need to protect our groundwater, our wetlands and our native flora and fauna."

This report includes a thorough analysis of the State Government requirements. It proposes to position these requirements in a manner that the community can interpret and consider in the context of where they live.

There are opposing views in relation to remaining rural or exploring other options.

Response number 15 indicates;

"I have been a landowner in the P2 zone for 20 years now and purchased our block on the knowledge that the zoning was based on groundwater protection. We developed our property along the way with several CoC Landowner Biodiversity Grants and successfully created new habitats for a whole range of native fauna. We appreciate the special qualities that living here presents as well as the great support from the CoC in sharing our passion to preserve and enhance the natural landscape.

Some have said that our amenity is degraded and we are ""trapped"" between development on all sides. I disagree and if anything, with the developments around us, we are better served. Aircraft movements have decreased over time, Jandakot Road will soon be upgraded and improved, we will have access to a safer road with bike lanes and foot paths. The new housing estate will offer us access to local shops, a primary school, POS and bus services, all in short walking distance. Where else can you reside amongst a superb example of Swan Coastal Plain Banksia woodland, so close to the CBD and all the modern facilities only a short walk away?

I would have to agree with the Banjup Residents Association who in their submission to the WAPC over P&P@3.5M stated the following; ""The landowners believe that there will be more long (term) demand for rural properties close to Perth city than the WAPC anticipates""

Given this survey area is actually closer to Perth city than Banjup, the only reasonable conclusion is that there be no changes made to the

current zoning as these 2HA lots are both desirable and will be in greater demand long term. There is no need to change the zoning of the survey area and the WAPC in the Perth & Peel @ 3.5M have it right by suggesting we retain the current zoning and continue to protect the vitally important vegetation and groundwater supplies. There is no better land use than that which currently exists in the P2 zone. We need to retain all areas of remnant vegetation from Solomon Road through to Warton Road. Creating urban and/or commercial developments in such a desirable and sensitive location is an incompatible land use and should to be considered."

Response number 17 appears to disagree with the approach taken by the Banjup Residents Group as follows:

"When we bought in Jandakot we knew that the road would get busier and that suburbs and industry would get closer, however we created our own haven where wildlife could flourish and where we could shut out the world.

We want to retire here and improve our small area for our grandchildren. We bought beside an airport so we knew aircraft noise would exist, and at least 10-15 years ago we knew about "Jandakot City". Neighbours worried about it sold out and left, while others have stayed and complained.

We've done what we can to screen it out. Banjup Residents Group and the lady investor have frequently tried to bully us into joining them to push for rezoning. We bought here because we thought it would never be rezoned.

Banjup Residents Group themselves tried unsuccessfully to subdivide their own blocks in Banjup into 1ha lots on the premise that there was high demand for rural living blocks close to the city (while telling us it would be their nest egg allowing them to remain there and sell to fund their retirement), yet here they are trying to wipe out the Jandakot rural living blocks.

This is clearly a money grab by people who bought to invest, people who see they didn't sell in time to prevent development lowering their values, and by the Banjup Residents who, having been denied the chance to subdivide, see the potential to wipe out a large number of rural blocks closer to the city than them, increasing pressure on the small supply of rural living properties and therefore raising their values.

Banjup residents may unanimously support the rezoning of the Jandakot Resource Zone; however; we, and many other residents of the area affected do not want this. Don't let the Banjup Residents Group continue to silence us."

There appears evidence that the lack of clarity in respect of the future for this area has created a lot of uncertainty and stress among affected landowners. There are equally vocal positions taken on both sides of the argument, and it is extremely difficult to emphasise one side without potentially disenfranchising the other. What can be drawn are the key facts as follows:

1. That the presence of Jandakot Airport is an important planning factor that must be central to a future vision;
2. That the presence of the natural rural landscapes and environmental qualities is an important planning factor;
3. That the presence of the Jandakot groundwater mound, as an important public drinking water resource, is an important planning factor and there is no evidence to demonstrate how this risk could be managed if an intensification of 'alternative' land uses was to occur;
4. That the presence of wetlands, and their buffers, is an important planning factor;
5. That the presence of an Endangered Threatened Ecological Community of Banksia Woodland, and its buffers, across the entire area, is an important planning factor;
6. That some landowners establish a strong argument for no change;
7. That some landowners, and the Banjup Residents Group, establish a strong argument for change.

This reverts Council back to the spectrum for change, and that there is no consensus view that exists.

Dialogue with Department of Planning

On 26 September 2017 the City's Chief Executive Officer and Director of Planning met with the Director General of Planning and Chair of the West Australian Planning Commission (WAPC). The purpose of these discussions was to reiterate the details in the City's submission on Perth and Peel @ 3.5m and explain the intent of the Jandakot Visioning exercise.

The City's officers were advised that the Department had looked at all the submissions in detail on the Jandakot area. The WAPC had also now finalised its position on this, which is included in the draft report that is now with the Minister for Planning. The officers were advised that the WAPC expects the Minister to release the final report in the very near future, as such neither the Department nor WAPC would entertain any further consideration of this area or accept any further recommendations.

While the details of the WAPC's recommendations on Jandakot were not able to be discussed, post the release of the final report the City's officers will be in a position to determine if further planning for the area can be progressed. If the answer is 'yes', then the report recommends how this could occur; if the answer is 'no', then advice needs to be given to landowners to end uncertainty.

Conclusion

The Jandakot area, like many former rural areas of Perth, has experienced considerable change over the past two decades. It is understandable that for residents within the area there is a desire for some certainty how any future change could affect their land and rural lifestyles. The WAPC's Perth and Peel @ 3.5m planning exercise was intended to resolve this. The City's submission to that enquiry addressed these concerns; however, planning control rests with the WAPC.

While the City has undertaken consultation with residents, in order to progress any further consideration of this matter clear direction is required from the WAPC. This will only happen when the Minister for Planning releases the final report, which the City's officers has been advised is due soon.

The review undertaken to date has identified the significant constraints that apply to the Jandakot area. The public consultation while recognising a willingness to consider changes to land use, also acknowledged these constraints. As different parts of the Jandakot area are impacted differently and given the divergence of views expressed, should the WACP give consent to further analysis of the area, any future consideration of alternate land uses should be progressed with those directly impacted. Undertaking this on a 'precinct by precinct basis' would allow the views of landowners to ultimately guide change, if/ should this be pursued.

Strategic Plan/Policy Implications

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Other

The City is currently progressing the review to its local planning scheme and local planning strategy. A key element of the local planning strategy is the local profile papers, which identify planning issues for the Cockburn locality. One of these will be “Rural land use, subdivision and development”.

In addition to providing background information and setting the scene, the local profile should highlight the planning implications of the information and help identify appropriate planning responses. An important source of information in compiling the local profile can include the community and it is proposed a report be presented to the November meeting of Council to consider the release of ‘working drafts’ of the individual local profile papers. This will enable the community to shape the future of the City of Cockburn as early as possible, rather than waiting for a whole draft scheme and strategy to be drafted. Two key points will be questioned:

1. Does the information capture the key issues related to (the local profile topic)?
2. Are there further suggestions for inclusion?

The above approach is beyond the normal scope of consultation for these documents and has the ability to ensure the community is much more involved in their creation.

Budget/Financial Implications

Nil.

Legal Implications

Nil.

Community Consultation

Community Consultation commenced on 31 July 2017 following a Community consultation workshop. The visioning survey concluded on 31 August 2017.

In total Council received 103 submissions which are provided for under Attachment 3 of this report.

Risk Management Implications

The officer report and recommendation provides the analysis of the submission received. In order to maintain rigor in this process, every submission and comment made has been separately provided in the attachment, with Council able to cross-reference specific commentary against the submissions made on the specific question being discussed. Council has one of two options to choose from, being:

1. Considering a vision for change vs:
2. Emphasising a vision to retain the rural area through actions to protect rural amenity levels.

Failing to clearly adopt either position may create unclear expectations in the community about what to expect in the future. This is important as the most recent State Government expectation (as presented through the Draft Perth and Peel @3.5 million plan) indicated no change occurring.

Attachment(s)

1. Survey Questions
2. Survey Maps
3. Survey Responses - Consultation Analysis Jandakot Perth and Peel August 2017.
4. Treeby Schedule of submissions updated with Jandakot Vision (related) Comments highlighted in yellow.

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

Nil.

15.4 (OCM - 12/10/2017) - FINAL ADOPTION OF PROPOSED SCHEME AMENDMENT NO. 118 AND THE FREIGHT RAIL VIBRATION / NOISE AND ROAD NOISE AREAS LOCAL PLANNING POLICY (109/118) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 75 of the *Planning and Development Act 2005* ("Act") and Regulation 41 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ("Regulations"), resolves to adopt with modifications Amendment 118 to City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the purposes of:
1. Re-coding various residential zoned properties within parts of the suburbs of South Lake, Bibra Lake (east) and North Lake to 'Residential R30', 'Residential R40', 'Residential R60' and 'Residential R80' as per the advertised Scheme amendment map, except for the following changes as a result of the advertising process:
 - a) The density codes of Lot 304 (No. 26), Lot 305 (No. 24) and Lot 306 (No. 22) Gwalia Place, Bibra Lake be recoded to 'R40' in order to provide a more appropriate streetscape response in this area (as per submission no. 176).
 2. Reclassifying incorrectly zoned land (anomalies) to the 'Parks and Recreation' and 'Local Road' Scheme reserves;
 3. Modifying Clause 5.1.1 by including two additional sub-clause as follows:
The Freight Rail Noise Area is shown on the Scheme Map as FRNA.
The Road Noise Areas are shown on the Scheme Map as RNA 1 and RNA 2.
 4. Modifying Part 5 of the Scheme by inserting a new heading and clauses, with appropriate numbering, as follows:

Development approval in the Freight Rail Noise Area and Road Noise Areas.

Notwithstanding the exemptions to the need for development approval set out in Part 7 of the Deemed Provisions, and this Scheme, development approval is

required where the following development is included in the Freight Rail Noise Area or a Road Noise Area, as defined by Part 5 of the Scheme, but not for minor extensions:

- a) The erection or extension of a single house*
- b) The erection or extension of an ancillary dwelling*
- c) The erection or extension of a grouped dwelling.*
- d) The erection or extension of a multiple dwelling.*

5. *Include a new clause within Part 5 – Special Control Areas as follows:*

The purpose of the Freight Rail Noise Area is to-

- a) implement State Planning Policy No. 5.4 Road and Rail Noise ('SPP 5.4') and the associated SPP 5.4 Implementation Guidelines;*
- b) define noise and vibration affected areas, based on SPP 5.4 and site specific noise and vibration measurements, within parts of the suburbs of Bibra Lake and South Lake;*
- c) protect current and/or future inhabitants, with applications for noise-sensitive land uses, from unreasonable levels of transport noise by implementing a pre-determined standardised set of noise and vibration attenuation measures, or alternatively implementing site specific assessments and measures prepared by a suitably qualified acoustic consultant, at the development approval stage;*
- d) encourage noise mitigation best-practice advancements, design and construction standards for new development proposals in proximity to major transport corridors; and*
- e) recognise in some few instances it may not be reasonable and practicable to meet the full extent of the expected vibration criteria thus, in these few instances, Local Governments may exercise some level of flexibility, where appropriate, in decision making.*

6. *Include a subsequent new clause within Part 5 – Special Control Areas as follows:*

The Freight Rail Noise Area is defined on the Scheme Map within 300 metres of the central line of the nearest railway track of the Freight Railway Line within the suburbs of Bibra Lake and South Lake pursuant to State Planning Policy 5.4, which applies to noise-sensitive land

uses. The Freight Rail Noise Area is informed by a site specific Freight Train Noise and Vibration Assessment prepared in accordance with State Planning Policy No. 5.4.

Note: The designation of particular parts of the district as a Freight Railway Noise Area should not be interpreted to imply that areas outside the Freight Railway Noise Special Control Area are unaffected by noise and vibration.

7. Include a subsequent new clause within Part 5 – Special Control Areas as follows:

In determining an application to carry out development in the Freight Rail Noise Area, the Local Government may impose conditions on any planning approval as to:

- a) *require noise and vibration attenuation measures to be incorporated into the design of buildings; and*
- b) *require the registration of notifications on title advising of the potential for Freight Rail Noise and Vibration nuisance.*

8. Include a subsequent new clause within Part 5 – Special Control Areas as follows:

The Local Government may consult with; the Department of Water and Environment Regulation (Noise branch), Main Roads Western Australia or any other such government department, acoustic or building industry experts the Local Government considers necessary; in the consideration and determination of an application for development approval to ensure appropriate noise and vibration attenuation measures are incorporated into the design of buildings.

9. Include a new clause within Part 5 – Special Control Areas as follows:

The purpose of a Road Noise Area is to:

- a) *implement State Planning Policy No. 5.4 Road and Rail Noise ('SPP 5.4') and the associated SPP 5.4 Implementation Guidelines;*
- b) *define noise affected areas, based on SPP 5.4 and site specific noise measurements, on the Scheme Maps;*
- c) *protect current and/or future inhabitants, with applications for residential noise-sensitive land uses, from unreasonable levels of transport noise by implementing a pre-determined standardised set of*

- 'deemed to satisfy' noise attenuation measures, or alternatively site specific assessments and measures prepared by a suitably qualified acoustic consultant, at the development application stage; and*
- d) *encourage noise mitigation best-practice advancements, design and construction standards for new development proposals in proximity to major transport corridors.*
10. Include a subsequent new clause within Part 5 – Special Control Areas as follows:
- Road Noise Area 1 (North Lake Road) and Road Noise Area 2 (Kwinana Freeway) are defined on the Scheme Map to reflect the Road Noise Acoustic Reports for North Lake Road - Other Regional Road and Kwinana Freeway - Primary Regional Road. The Road Noise Areas are informed by site specific Road Traffic Noise Assessments prepared in accordance with State Planning Policy No. 5.4 which applies to residential noise-sensitive land uses.*
- Note: The designation of particular parts of the district as a Road Noise Area should not be interpreted to imply that areas outside the Road Noise Area Special Control Area are un-affected by noise (and possibly vibration).*
11. Include a subsequent new clause within Part 5 – Special Control Areas as follows:
- In determining an application for development approval in a Road Noise Area, the Local Government may impose conditions to-*
- a) *require noise attenuation measures to be incorporated into the design of buildings; and*
- b) *require the registration of notifications on title advising of the potential for Road Noise nuisance.*
12. Include a subsequent new clause within Part 5 – Special Control Areas as follows:
- The Local Government may consult with; the Department of Water and Environment Regulation (Noise branch), Main Roads Western Australia or any other such government department, acoustic or building industry experts the Local Government considers necessary; in the consideration and determination of an application for development approval to ensure appropriate noise attenuation measures are incorporated into the design of*

buildings.

- (2) subject to the amendment document being suitably modified, Council forward the amendment to the WAPC with a request for endorsement of final approval by the WAPC and responsible Minister;
- (3) in pursuance of Deemed Provision 4 of the Scheme, adopt with modifications the Freight Rail Vibration / Noise and Road Noise Areas Local Planning Policy; and
- (4) endorse the Schedule of Submissions prepared in respect of the Scheme amendment.

COUNCIL DECISION

Background

At the 12 May 2016 meeting, Council adopted the Lakes Revitalisation Strategy as the comprehensive guide to the planning and delivery of revitalisation across the suburbs of South Lake, North Lake and Bibra Lake (east).

In accordance with the adopted Revitalisation Strategy, on 9 February 2017 Council resolved to initiate Scheme Amendment No. 118 in order to implement the residential density changes consistent with the adopted Strategy. Associated with this was how development would need to respond to noise and vibration associated with the freight rail line, and noise associated with North Lake Road and Kwinana Freeway. A Draft Local Planning Policy was also advertised along with the Scheme amendment.

The purpose of this report before Council is to report back to Council the outcome of the Scheme amendment consultation process, and Local Planning Policy consultation process.

Submission

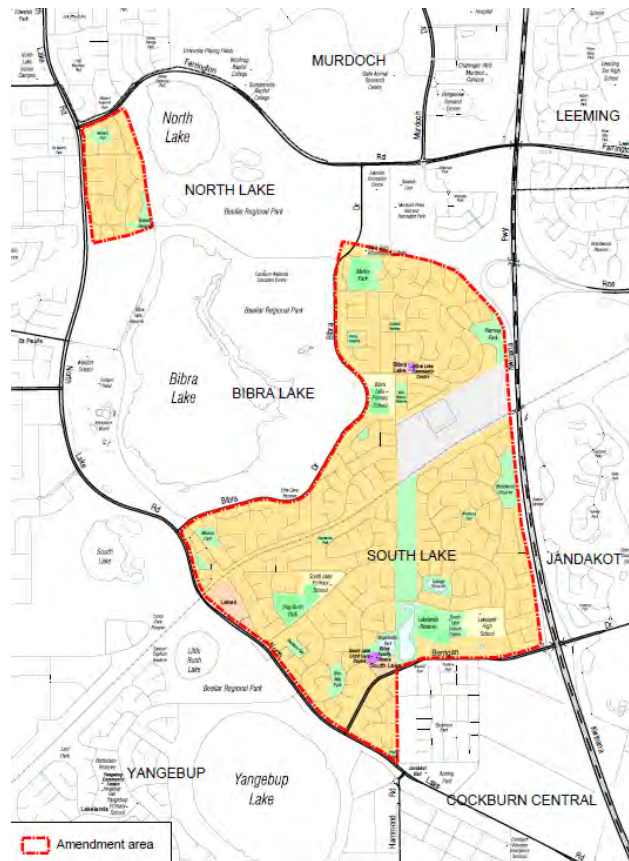
NA.

Report

Where does this Scheme Amendment apply?

The Study area, as mentioned above, comprises parts of the suburbs of South Lake, Bibra Lake (east) and North Lake.

Figure 1: Location Map Amendment No. 118



In total there are 3,416 residential lots within the study area.

The Scheme amendment aims to formally implement the community's vision encapsulated through the strategy formulation stages, which resulted in the creation of the Lakes Revitalisation Strategy. The new residential densities will create the opportunity for new housing choice and redevelopment over a 20 year period. This recognises The Lakes area being uniquely positioned to accommodate growth and revitalisation, considering the following factors:

- The subject area is strategically placed within the heart of the rapidly expanding south west corridor.
- The subject area is a well-connected area in proximity to the new Fiona Stanley Hospital, Murdoch University Precincts and the emerging Cockburn Central Activity Centre.

- The subject area has an established level of infrastructure with various forms of public transport facilities including passenger rail, high frequency bus and also motor vehicular access via the Kwinana Freeway in close proximity.
- The physical age of built form within the subject area being such that decisions for redevelopment and/or renewal are expected to be made by landowners over the coming years, providing the opportunity to consider whether redevelopment to other forms of housing (grouped and multiple) should take place.

What were the views of the community in respect to the proposal?

The majority of the submissions received were in support of the proposed Scheme amendment. A summary of the advertising outcome (see Attachment 4 for details) is as follows:

- 168 were in support of the proposal
- 1 supported the amendment subject to modification
- 28 objected to the proposal
- 2 provided no comment
- 1 objected subject to modification
- 1 neither supported nor objected
- 1 did not support the modification requested
- Total 202 submissions

As noted above there were 28 objections to the proposal. Some of the objections responded with nothing more than 'I or we object'. Other objections went into detail and raised a number of points.

A detailed response to the issues raised in the formal advertising period is provided in the Schedule of Submissions (Attachment 4).

Where residents/owners have requested their name and address to be kept confidential these have been kept confidential within the public Schedule of Submissions. The remaining submissions identify the names and the address of the individual/(s) that made a submission.

With 202 submissions, the following analysis identifies the key themes that were raised, and how concerns expressed through submissions have been addressed. Importantly, it needs to be emphasised that of the 202 submissions received, 168 supported the amendment, which represents 84% in support:

What were the views of the government agencies and service providers?

Under submission number 157 the Department of Transport ("DoT") neither supported nor objected the proposal. The DoT raised issues,

for discussion, with respect to the City's proposed Special Control Area for the Freight Rail Noise Area.

The DoT submission identifies *"the accompanying Freight Train Noise and Vibration Assessment provides useful insight into the impact of the freight rail line on adjacent urban land within the City of Cockburn."*

The draft (September 2017) SPP 5.4 policy mentions *"road and rail noise can have an adverse impact on human health and the amenity of nearby communities, so it is important that it is carefully considered in land use planning and development."*

The DoT raised questions regarding the criteria used within the City's Freight Train Noise and Vibration Assessment within their submission. Under the City's technical officer response column under submission number 157, officers have clarified and justified the criteria used.

It is considered by the City that the approach taken and proposed by the Freight Train Noise and Vibration Assessment provides a higher standard of internal amenity to future homes and results in a greater level of surety for residents. Therefore, more homes are then able to meet a modified construction standard rather than requiring a design specific acoustic report. Note the acoustic measures are not proposed to be actioned retrospectively on existing dwellings. This will apply only to new (future) dwellings.

The City's response table makes mention in its reply to the DoT that the use of L_{Amax} (in association with L_{Aeq}) is in accordance with the Department of Water and Environmental Regulation (noise branch) advice in relation to the Lakes Revitalisation Strategy for Freight Rail noise, and will assist to mitigate peak noise events and low frequency noise.

DoWER notes that noise and vibration impacts on noise sensitive premises are significant. DoWER advises that they conducted a project on freight rail noise and vibration between 2009 and 2011. DoWER's study also indicated that noise and vibration from freight rail operation has a significant impact on noise sensitive premises along the rail corridor. DoWER experience and findings from their study indicates that the use of L_{Amax} criteria (as proposed by the City of Cockburn) is appropriate for assessing the impact of freight train noise.

The SPP 5.4 guidelines (2009 version) identified the DoWER (noise branch) as the expert government agency with respect to rail noise and vibration. As the DoWER (noise branch) supports the City's approach, this is considered to address any concerns that other agencies of the State Government may have in respect of the proposal. Importantly, it secures an efficient and effective way in which future development and

redevelopment can address the issue of noise and vibration, and help to secure a more pleasant living environment within the future dwellings that redevelopment will deliver.

Submission number 185 provides a supporting submission as submitted by Fremantle Ports. Fremantle Ports advises their interest in this amendment is obtaining a good planning outcome around the freight rail line that traverses the site. Fremantle Ports reminds us *“this is the only freight rail link to the Fremantle Inner Harbour. Its ability to operate unimpeded is essential for the Port of Fremantle and more widely the Perth and wider regions of Western Australia”*.

Fremantle Ports indicates; *“the development of the Freight Rail Noise Area Special Control Area is considered a positive initiative to put in place the statutory mechanism to achieve better planning outcomes around the freight rail line. Importantly the amendment has proactively sought to go beyond the minimum standards of Western Australian Planning Commission State Planning Policy 5.4, for example with regard to noise measurements. This approach by the City of Cockburn is supported.”*

It is also noted in the view of Fremantle Ports; *“the development of this Special Control Area by the City of Cockburn has the potential to serve as a model for use by other local governments across Western Australia.”*

Submission number 195 indicates “Support - to be applauded.” Submission number 195 within Attachment 4 was provided by the Public Transport Authority (“PTA”). Some of the noteworthy points raised by the PTA are summarised as follows;

- *“The City of Cockburn is to be applauded for taking a proactive approach to addressing freight noise and vibration for future residents. The PTA often receives complaints about freight noise and vibration from residents within the City of Cockburn.”*
- *“The noise and vibration criteria chosen are supported, including the L_{Amax} and vibration criteria. The L_{Amax} provides a more accurate reflection of the short term noise impact to residents especially with regards to sleep disturbance at night. The World Health Organisation has recognised sleep disturbance from environmental noise as a significant issue with long term health impacts.”*
- *“The inclusion of vibration criteria is supported as it is a source of complaint and the criteria chosen are the accepted de facto standard for rail based on advice from the Department of Environment Regulation's Noise Branch.”*

Similar to the submission from the PTA the Freight and Logistics Council of Western Australia ("FLCWA") indicated a "Strong Support" for the Scheme amendment.

In their view, Amendment 118, the draft Freight Rail Vibration / Noise and Road Noise Areas Local Planning Policy and the associated rail acoustic report significantly advance, and complement, the recent work of the FLCWA. The FLCWA commended the City for the investment in detailed acoustic and vibration studies to support and inform Amendment 118 and draft Freight Rail Vibration / Noise and Road Noise Areas Local Planning Policy and for the balanced approach to achieving urban infill targets, higher standards of urban amenity and freight transport corridor protection.

The City received an objection from the Bibra Lake Residents Association under submission number 169 of Attachment 4.

Comments from the Bibra Lake Residents Association were gathered from their meeting of May 2017. Submission number 169 stipulates; *"the general feeling at the meeting and from discussions after the meeting, was that members and local residents did not want to see reduction in their block sizes and more housing in most of the eastern section of Bibra Lake"*.

Their views are summarised below;

- *"Additional number of cars that more housing would bring would cause issues with parking. Additional housing would also add considerably more traffic to local streets."*
- *"Most houses are built in the centre of their block so there would not be a possibility of adding a driveway to a new house at the back, without demolishing the house."*
- *"There are significant trees and shrubs that would be lost if the house blocks were to be sub-divided and the feeling of the suburb would be completely altered."*
- *"A suggestion was made that the best area for higher density housing would be limited to the area of Parkway Rd that is close to the shopping centre and school."*
- *"We live in a cul-de-sac on a large block. At present there are six driveways which lead onto this area, so there is nowhere in the cul-de-sac for cars to park safely. If these larger blocks were sub divided it would be a nightmare. Also we don't have any footpaths and everyone walks on the road."*

- *We just don't have the infrastructure (e.g. shops, emergency facilities and transport) to handle a big increase in population. There are also only two ways in and out of BL making it a unique high risk area. In case of emergency we all can't get out in a hurry."*

In response to the Bibra Lake Residents Association Attachment 4, Schedule of Submissions provides detailed comments. Some of the comments provided by City of Cockburn officers, in relation to submission number 169, are provided below:

- The City aims to limit the number of crossovers where possible. Any future residential development will require on-site parking as per State Planning Policy No. 3.1 Residential Design Codes. This requirement will be assessed under any future development application and conditioned by the City of Cockburn;
- The concerns relating to traffic are specifically addressed under pages 38 to 85 of the "The Lakes Revitalisation Strategy Background Report December 2015". This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding this, the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/ details;
- The R-codes has a dispensation for battle-axe driveway widths in favour of properties retaining the dwelling (3m) over new dwelling construction (4m). It is expected therefore that a significant number of existing dwelling properties will be able to be subdivided with the retention of the front dwelling;
- Infill development allows for more people to be located in proximity to the existing schools, hospitals, shopping centres etc. This involves, potentially, less commuting. Infill development might result in less space for gardens however it also might result in less need for clearing of native vegetation in greenfield areas;
- Please note also, existing (older) 80's dwellings were generally constructed to a current day equivalent of 1 star (energy efficiency). Any new dwelling today (or tomorrow) will be required under the Building Code of Australia to be built to a 6 star minimum. Higher density codes incentivise people to construct new dwellings. New dwellings (6 star minimum requirement) will be more comfortable to live in as they are expected to be less hot

in summer than current (80's typical) dwellings and warmer in winter.

What were the views of the Department of Fire and Emergency Services?

Submission number 199 indicated that DFES does not support the proposed bushfire mitigation considerations as submitted by the City of Cockburn. DFES requests modifications to the supporting appendix titled "Bushfire Management Plan Strategic BAL Contour Mapping". DFES indicates;

"Given the scheme amendment proposes changing the land use intensity or vulnerability, particularly through increased residential development and on a neighbourhood scale, DFES does not support the scheme amendment being considered minor development."

Responding to DFES comment, the City advises as follows:

- The *Planning and Development (Local Planning Schemes) Amendment Regulations 2015* and SPP 3.7 specifically exclude development applications for single houses and ancillary dwellings on a lot or lots less than 1,100m² from requiring further (planning) assessment. Under part 5.4 of the guidelines where lots of less than 1,100m² have already been created, the application of the appropriate construction standard at the building permit stage is the instrument used to reduce the residual bushfire risk to those properties.
- The City of Cockburn engaged the services of *Bushfire Prone Planning* to prepare a '*Bushfire Management Plan Strategic BAL Contour Mapping dated 27 October 2016*'. Figures 5.2 of this document provides an indicative BAL Contour Map prepared under the requirements of SPP 3.7 which identifies a small proportion (4%) of the existing residential lots within the study area fall within the BAL-40 and the BAL-FZ range.

Under Clause 78B of the *Planning and Development (Local Planning Schemes) Amendment Regulations 2015*, bushfire requirements do not apply to lot/(s) with a total area of 1,100m² or more.

On the above basis it is important to note, in this context 142 residential lots within the amendment area are under the BAL-40 or BAL-FZ. Of the 142 residential lots, 130 of these residential lots are less than 1,100m² in area with 12 lots more than 1,100m² in area.

- The re-coding of residential zoned land by the City of Cockburn's Scheme amendment proposal does not necessarily reflect the private landowners desire to re-develop their land. Based on previous revitalisation strategies undertaken by the City of Cockburn, the rate of re-development (post Scheme amendment to up-code land) is particularly slow resulting in an estimated 2% change over a 5 year period (source: 'Forecast-id'). On this basis the re-coding of land by this Scheme amendment may not necessarily result in re-development or an increase in threat of bushfire to people, property and infrastructure. This is an important point to note.
- Of final note, the existing dwellings within the indicative BAL-40 and BAL-FZ area are assumed to currently be built to BAL-LOW. This is because these existing dwellings are approximately 37+ years old and the State bushfire map is roughly 1 year old. DFES must recognise that facilitating redevelopment as proposed by the Scheme amendment will incentivise owner/(s) to demolish their BAL-LOW properties (in these potential 'high risk' areas) and construct new dwelling/(s) to an appropriate BAL as indicated by a future AS3959-2009 assessment at Building Permit stage. This is therefore considered to be in keeping with the objectives of addressing risk, rather than ignoring it and not facilitating change.

On the above basis, in the view of the City of Cockburn officers the proposed Scheme amendment is compliant with the discretionary considerations within SPP 3.7.

How does the City aim to respond to a diversity of views?

As noted within the Schedule of submissions there were 202 submissions received with respect to the proposed Scheme amendment.

This report aims to summarise these submissions for the purposes of a report to Council, and also the Commission. Following Council's determination of this proposal those who made a submission will be informed of Council's resolution.

Those who made a submission will be invited to review the technical officer's response in relation to their submission under Attachment 4. Those who made a submission will be provided a formal response to their submission under this process.

On the above basis, the City is seeking to respond to a diversity of views as per the details of the schedule of submissions table and summarised above.

Key issues of traffic, future density concerns, loss of trees, and impacts on amenity are all comprehensively addressed in the schedule. It is noted that the vast majority of submissions (84% of 168 out of 202) supported the amendment. Clearly, this shows that the community generally felt very comfortable with the comprehensive response to future zoning changes being facilitated in part by this Scheme amendment.

Conclusion

The Study area, as mentioned above, comprises parts of the suburbs of South Lake, Bibra Lake (east) and North Lake. The Scheme amendment responds to the adopted Lakes Revitalisation Strategy, and enables progressing one of the first key actions associated with delivering the residential density re-codings as envisioned by the Strategy.

84% of submissions support the proposal, and understand also the response the City has taken in ensuring that future development responds appropriately to the local context including road and rail noise/vibration, and bushfire risk. Issues in terms of managing future traffic and development typologies are already foreshadowed by the action plan forming part of the original revitalisation strategy. On this basis, it is recommended that Council support for final adoption both the Scheme amendment and policy.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types.
- Ensure a variation in housing density and housing type is available to residents.

Economic, Social and Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development.

Leading and Listening

- Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The City of Cockburn is the applicant with respect to this proposed Scheme amendment. The City of Cockburn also funded the

preparation of external consultant reports to inform aspects of the proposed Scheme amendment. These costs have been met through the normal budget allocation process as determined by Council.

Legal Implications

Nil

Community Consultation

The Scheme amendment advertising process was undertaken pursuant to the prescribed advertising requirements within Clause 38 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The duration of the advertising process was for '*not less than a period of 60 days*' as per the requirements of the *Regulations*.

On the above basis, advertising included a notice in the newspaper, a printed/hard copy of the report displayed in the City's offices, displayed in full on the City's website and a copy (letter) provided to each landowner within the Amendment area (refer to Attachment 1 - Location Map for details) advising them of the details of the proposal and inviting them to make a submission.

In addition to the above, relevant public authorities, service providers and industry stakeholders received a letter advising them also of the proposal and directed them to the details of the proposal which was posted in full on the City's website.

Advertising formally commenced on 6 April 2017 and formally concluded on 10 June 2017 (for a period of 65 days). In total Council received 202 submissions from a mix of; residential land owners, service providers, government agencies and key industry stakeholders. 168 submissions, or 84%, supported the proposal.

A portion of the submissions were received following the formal advertising period. Notwithstanding, the 'late' submissions were formally recorded as a receipted submission.

Risk Management Implications

The officer's recommendation takes into consideration all the relevant planning factors associated with this proposal, including State Planning Policies 5.4, 3.7 and Perth and Peel @ 3.5 Million. It is considered that the officer recommendation is appropriate in recognition of making the most appropriate planning decision.

It is recommended that Council adopts the proposed amendment subject to the above mentioned Scheme map and Scheme text

modifications. This is partially to address the various submissions received during the advertising period. These modifications are required prior to the forwarding of the proposed Scheme Amendment to the WAPC. On this basis the associated risks in not achieving these planning outcomes is considered minimal.

Attachment(s)

1. Location Map
2. Existing and Proposed Scheme Maps
3. Draft Local Planning Policy titled "Freight Rail Vibration/ Noise and Road Noise Areas Local Planning Policy".
4. Schedule of Submissions

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

Nil.

15.5 (OCM - 12/10/2017) - PROPOSED STRUCTURE PLAN AMENDMENT FOR LOT 9043 SPEARWOOD AVENUE, BEELIAR WITHIN THE CELL 9 YANGEBUP AND CELL 10 BEELIAR STRUCTURE PLAN (110/177) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of deemed provision 20 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), recommends to the WA Planning Commission the approval of the proposed Structure Plan amendment for Lot 9043 (Previously 9041) Spearwood Avenue, Beeliar which forms part of the Cell 9, Yangebup and Cell 10, Beeliar Structure Plan subject to:
 1. The submission from the Department of Fire and Emergency Services being addressed and provided to the WAPC.
 2. Notifying the WAPC that the inclusion of a notation on the Structure Plan map identifying the incidental Acoustic, LDP and Bushfire subdivision requirements is recommended and should be considered.

- (2) endorse the Schedule of Submissions prepared in respect of the proposed Structure Plan;
- (3) advise the proponent and those persons who made a submission of Council's recommendation; and
- (4) pursuant to Deemed Provision 22 of the Scheme, request that the Commission provides written notice of its decision on the

COUNCIL DECISION

Background

The proposed Structure Plan was received on 8 August 2017. The application was prepared by CLE on behalf of PRM Property (the landowner). The proposed Structure Plan relates to Lot 9043 (Previously 9041) Spearwood Avenue, Beeliar ("subject site").

Recently a portion of the subject site, of approximately 3,000m² in area, was subdivided off to create 8 separate residential lots. The northern portion was also recently acquired in order to consolidate the future public open space holding.

The subject site was previously encumbered by a Telstra fiber optics cable which has, until recently, sterilized the potential to develop this land for residential purposes.

Recently the landowner has funded the relocation of the above mentioned Telstra cable rendering the land now unencumbered and therefore it is now practical to contemplate residential development on this land. On this basis the proposal aims to amend an existing Structure Plan in order to facilitate residential development which integrates with the subdivision on the adjacent land.

Following the process of public consultation, it is recommended that the Structure Plan be recommended for adoption by the WAPC.

Submission

NA.

Report

Planning Background

The subject site is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No.3 ("Scheme"). The subject site is also located within Development Area No. 4 ("DA 4"), Development Contribution Area No. 5 ("DCA 5") and Development Contribution Area No. 13 ("DCA 13") under the Scheme.

Pursuant to Clause 5.2.2.1 of the Scheme; *"The development of land within a Development Area is to comply with Table 9 [of the Scheme]".* Clause 5.2.1 of the Scheme specifies; *"Table 9 describes the Development Areas in detail and sets out the specific purposes and requirements that apply to the Development Areas".* Under Clause 5.2.2.2 of the Scheme; *"The subdivision and development of land within a Development Area is to generally be in accordance with any structure plan that applies to the land."*

On the above basis the specific provisions within Table 9 DA 4 of the Scheme are provided as follows:

"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."

Regulation 27(1) of the Deemed Provisions, to which the Scheme refers, is provided as follows:

"A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when deciding the application."

Pursuant to the above Scheme provisions and the *Planning and Development (Local Planning Scheme) Regulations 2015*, the applicant has submitted a Structure Plan amendment proposal for assessment. This includes relevant technical reports and addendums/ appendices to help inform the proposed Structure Plan map.

This report aims to summarise the outcome of that assessment pursuant to the legislative requirements of the Regulations and the Scheme.

Residential Development

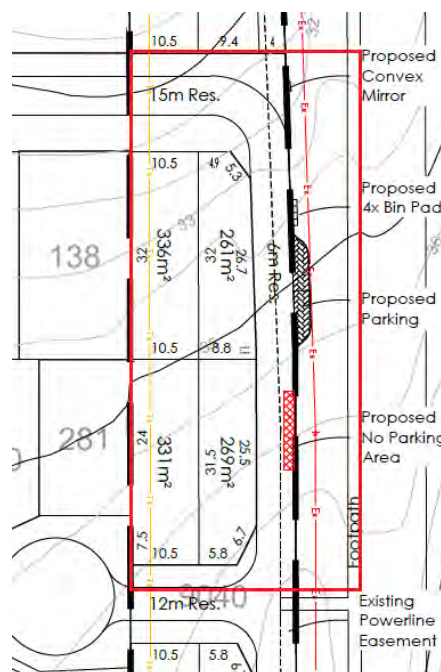
The proposed Structure Plan (see Attachment No. 2) proposes to modify an existing road reserve, reclassify land reserved as 'Local Road' to the 'Residential Zone' and recode 'Residential R20' and 'R25' to 'R40'.

The purpose of this amendment is to address the significant cross fall (approximately 4.3m) over the narrow strip of land between Spearwood Avenue and the existing residential home sites to the west. The upcoding enables future subdivision and development to step down this slope, in that the higher density enables narrower lot frontages to be created. Development at a lower density (wider lot frontage) would pose a significant impact on the western adjoining landowner in that the side of the interfacing retaining wall would be significant and create an adverse internal amenity outcome.

Following the removal of the Telstra fibre optic cable as well as other servicing issues, a comprehensive engineering assessment of the site concluded that the land could be appropriately developed for residential purposes.

The applicant has provided a draft indicative without prejudice subdivision concept plan to help inform the proposed Structure Plan amendment. The indicative extract from the subdivision plan demonstrates how the land can be developed with the extension and continuation of the east-west access road and the construction of north-south access lane.

Figure 1: Extract from the draft indicative without prejudice Subdivision Concept Plan.



Importantly the Concept Plan extract shows how the site can be developed (in part) as a logical progression to the existing urban development with lot sizes similar to those existing. It should be noted, the subdivision concept plan has been prepared in close consultation with the City's engineers and the applicant's engineers to achieve an optimal outcome for this unique scenario.

Local Water Management Strategy (Addendum)

The applicant has provided an addendum to the approved Tindal Avenue, Beeliar LWMS. The addendum has been reviewed by the City and also the Department of Water and Environment Regulation. Submission number 3 under the Schedule of Submissions response table (Attachment No. 3) provides DoWER's support for the proposed addendum.

Bushfire Management

The subject area is identified as falling within the State Bushfire Prone area map. On this basis the applicant has provided a Bushfire Management Plan for the subject land. The BMP has been assessed for compliance by the City of Cockburn and also referred to the Department of Fire and Emergency Services for their comment. No comment has been received.

In the view of the City's officers, the proposal is compliant with State Planning Policy No. 3.7 for the purposes of bushfire planning. This proposal is considered to be a 'low risk' bushfire application given the separation distance of the subject site from the bushfire hazard created by Spearwood Avenue. Additionally it is also noted any future Class 1, 2, 3 or 10a structure (under the Building Code of Australia Classification) will be required to be accompanied by a site specific bushfire assessment at Building Permit stage (irrespective of the Planning bushfire documents).

Pending DFES choosing to provide a comment, the officer recommendation provides for the submission to be addressed and provided to the WAPC.

Spearwood Avenue and The Grange intersection

As a result of the mentioned encumbrance, Spearwood Avenue and the Grange have historically not been connected via a gazetted road. This is identified pictorially below under Figure 2.

Figure 2: Current aerial photograph of Spearwood Avenue and The Grange



As is evident from Figure 2 above, the inability to develop the subject site as a result of the Telstra cable encumbrance has until recently meant no vehicle access through to the Grange/ Spearwood Avenue.

As a result of the proposed amendment, a future subdivision application should provide opportunity to construct the missing portion of road as identified above. This is considered to be an important outcome for the community at large.

Community Consultation

The advertising process concluded on 12 September 2017 resulting in 10 submissions. These submissions are provided within Attachment No. 3 'Schedule of Submissions.' The submissions were all from state government agency / referral authorities, and noted no serious issues that impeded the progressing of the structure plan.

Conclusion

Recently the landowner has funded the relocation of the above mentioned Telstra cable rendering the land now unencumbered and therefore it is now practical to contemplate residential development on this land.

The City referred this application to Telstra for their comment however it is noted Telstra did not provide a formal submission to the City.

On the above basis the proposal aims to amend a previously approved Structure Plan to facilitate residential development which integrates with the existing historical subdivision.

The proposed Structure Plan amendment aims to provide future residential lots to address the significant cross fall (approximately 4.3m) over the narrow strip of land between Spearwood Avenue and the existing residential home sites to the west.

The proposal has been assessed in accordance with the Planning framework and referred to adjacent landowners, government agencies and service providers for public comment. It is recommended for approval by the WAPC, on recommendation of Council.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres

Budget/Financial Implications

The required fee was calculated on receipt of the proposed Structure Plan amendment and has been paid by the proponent. There are no other direct financial implications associated with the proposed Structure Plan.

Legal Implications

Deemed Provision 20 of the Scheme requires the City to prepare a report on the proposed structure plan and provide it to the Commission no later than 60 days following advertising.

Community Consultation

Public consultation was undertaken for a period of 21 days. The advertising period commenced on 15 August 2017 and concluded on 12 September 2017.

Advertising included a notice in the Cockburn Gazette, advertising on the City's webpage, letters to selected landowners surrounding the Structure Plan area as well as letters to State Government agencies and service providers.

In total Council received ten (10) submissions all from government agencies or service providers. While the City of Cockburn did not receive any formal written and receipted submissions from adjacent landowners, the assessing officers do note a number of residents did make enquiry as to the details of the proposal. City officers have met with a number of these residents, in person, whom have requested further detailed justification. These enquiries have resulted in customer satisfaction and therefore no formal (resident) submissions were lodged with Council.

Risk Management Implications

The officer's recommendation inclusive of the submissions received takes into consideration all the relevant planning factors associated with this proposal.

There are no obvious risks from the City's perspective in implementing the recommendation.

Should Council fail to make a decision on this application, at this point in time, Council would exceed the time limit as contained within Deemed Provision 20 of the Scheme.

Attachment(s)

1. Location Plan.
2. Structure Plan Map.
3. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

Nil.

15.6 (OCM - 12/10/2017) - DRAFT MAJOR DEVELOPMENT PLAN FOR JANDAKOT AIRPORT (WESTERN POWER DEPOT COMPRISING ADMINISTRATION OFFICE, WAREHOUSE, WORKSHOP, VEHICLE MAINTENANCE FACILITY, STORAGE, COVERED AND SECURED PARKING AND GENERAL OPEN AIR PARKING) LOCATION: JANDAKOT AIRPORT PRECINCT 6 - APPLICANT: JANDAKOT AIRPORT HOLDINGS (110/01) (A TROSIC) (ATTACH)

RECOMMENDATION

That Council provides the following comment on the Draft Major Development Plan:

- (1) the absence of a detail noise impact assessment prepared by a suitably qualified acoustic engineer means that the City is unable to determine whether:
 1. The extent of possible noise impacts identified by the application is accurate.
 2. The planned mitigation measures will suitably manage the known and possibly unknown noise impacts.
 3. Such noise impacts are likely to be associated with the development site itself, or could potentially also extend to the key access routes also.
- (2) the proposed MDP should provide commitment to delivery of the entire Karel Avenue upgrade exists, to give greater flexibility to the road network especially as the proposed MDP will generate a significant amount of traffic in its own right; and
- (3) the proposed MDP needs to demonstrate how parking can be managed should the assumptions about travel mode not reflect the realities of how the development operates upon completion.

COUNCIL DECISION

Background

The City of Cockburn has been invited to provide comment on the proposed Major Development Plan (“MDP”) for a Western Power Depot, on a 10ha site within the southern portion of the Jandakot Airport precinct. The proposal constitutes an MDP on the basis that its construction cost exceeds \$20m. The City, like the community, has a specific timeframe of 20 days to comment on the Proposed MDP.

According to the details within the Proposed MDP, this depot will *“enable Western Power to consolidate some of its existing depot facilities and operations in the metropolitan region, providing a centralised distribution hub to increase operational and financial efficiencies for the business in a new state-of-the-art facility. The location at Jandakot Airport offers significant locational advantages associated with land availability and efficient connections into the regional road network.”*

This major development represents the first for the newly created Precinct 6, which is the mixed business type precinct spanning the southern areas of the airport. This precinct will ultimately comprise approximately 37ha of mixed business type developments, including warehouses, offices, storage and other logistics based firms, together with light, service and aviation based industries.

As part of the City’s opportunity to provide comment, it is important to consider whether this Proposed MDP appropriately addresses the requirements set out under Section 91 of the *Airports Act 1996*, as well as the requirements of the 2014 Master Plan.

It is recommended that Council provide comment raising concerns in respect of the close proximity of the development to the southern adjoining Resource zoned area, which comprises lots with single dwellings on them.

Submission

N/A.

Report

Legislative Background

The *Airports Act 1996* and associated Regulations represents Commonwealth legislation. This has a responsibility for the regulation of ownership, management and conduct of major Australian airports. Part 5 of the Act sets out the requirements for land use, planning, and building controls.

In accordance with the Act, all major airport development requires a Major Development Plan to be prepared and advertised. The MDP is then submitted to the responsible Federal Minister for assessment. The Minister has the power to approve or to refuse to approve the MDP.

Section 89 of the Act sets out all those activities defined as major airport development. The proposed Western Power Depot which is the subject of this Proposed MDP is determined to be major airport development as per Section 89(1)(e) of the Act:

Constructing a new building, where:

- (i) the building is not wholly or principally for use as a passenger terminal; and*
- (ii) the cost of construction exceeds \$20 million or such higher amount as is prescribed;”*

Based on the estimated construction cost in order of \$36 million, the proposed development is considered a major airport development thereby triggering the need for a MDP.

MDP Components

The proposed development represents a significant proposal, on 10.0094 hectares in the southern portion of the airport, within the Non-Aviation Development Area. It is located on a piece of land which adjoins the southern boundary of the airport, and thus interfaces with the Resource zoned lots which adjoin the southern boundary. The site will be accessible primarily from the new Pilatus Street (south access) link that has recently become operational. This provides for excellent access to the regional road network, primarily Berrigan Drive and the Kwinana Freeway. The current Master Plan is shown following, including the location of the proposed MDP:



According to the application, Western Power's vision for the depot facility is:

- *To create a depot facility which promotes operational efficiency whilst maintaining a safe working environment for Western Power staff.*
- *To align tangible infrastructure to Western Power's corporate objectives; creating a facility that not only showcases Western Power as an employer of choice, but that is responsible to their customers and the community.*
- *To align accommodation/buildings with current Western Power best-practice, and Government of Western Australia, Property Accommodation Standards.*

In order to meet this vision, the specific components of the depot are proposed as:

Development Component	Area (sq.m)
Building 1	
Office – 2 Levels	4,000 (NLA)
Building 2	
HV Testing & Labs	2,550
Generator Area	110
Building 3	
CEVA (drive through zone)	5,000
Store	1,300
Environmental Shed	700
Cable Drums Covered Storage Yard	1,250
Building 4	
Operations Workshop	1,200
Fleet Workshop	3,350
Fleet Office	300
Fleet Amenities	150
Oil Waste Store	1,200
Elevated Working Platform (EWP) Commissioning Area	176
Covered Tyre and Battery Store	230

The key components are described as follows:

Office building

The proposed development comprises of 4,000sq.m of net lettable area over two levels. The office will provide for the administrative activities associated with the logistics and operations of the depot in the south-west region.

Workshop and warehouse buildings

The main component of the development is the various workshops, testing and laboratories building, logistics and storage. The workshop and warehouse buildings will house the day-to-day operations of the depot facility including:

- Vehicular maintenance
- Electronic clean room areas
- Supply stores / archives
- Laboratories

- Tyre storage
- Operations and Fleet workshops
- Oil waste storage
- Office and amenities

Ancillary components

A portion of the depot comprises of ancillary components to allow for the operation of the facility. These areas are both covered and uncovered which is consistent with the nature of depot and logistic facilities. The eastern portion of the site compromises of both a covered and uncovered heavy fleet vehicle storage and parking for trailers. Areas for environmental waste, on-site refuelling and a wash-down bay are also provided. The western corner of the site will be occupied by an uncovered storage area to house equipment with an associated covered assembly area.

The following site plan indicates the physical layout of the proposed development:



SITE CRITERIA		
1. <u>Site Area</u>		100,084m ²
2. <u>Landscaping</u>		
a. Soft Landscaping	3,824m ²	
b. Hard Landscaping (Ino. bike store)	2,383m ²	
c. Bike Storage Awning	(60m ²) already counted above)	
Total	8,217m ² (8.2% of site area)	
3. <u>Covered Floor Area</u>		
a. Office - 2 Levels	2,000m ² NLA - GLA will be larger than NLA shown (4000m ² total over 2 x 2000m ² floor plates)	
b. HV Testing & Lab	2,650m ²	
c. Operations Workshop	1,200m ²	
d. Fleet Workshop	3,350m ²	
e. Fleet Office & Amenities	450m ²	
f. Oil Waste Store	1,200m ²	
g. CEVA Drivethrough	5,000m ²	
h. CEVA Store & Env. Shed	2,000m ²	
i. Covered EWP HV Testing Area	60m ²	
j. Covered Battery Storage	60m ²	
k. Covered Tyre Storage	180m ²	
l. Covered Washdown	60m ²	
m. Covered Yard Storage	1250m ²	
n. Covered Pole Assembly	240m ²	
o. Covered Heavy Fleet (Large) Parking Area	8,900m ²	
p. Generator Area	110m ²	
Total	28,680m ²	
4. <u>Uncovered Floor Area</u>		
a. Environmental Waste	200m ²	
b. Refuel	72m ²	
c. Uncovered Trailer Parking	2,130m ²	
d. Uncovered Pole Storage	1,450m ²	
e. EWP Commissioning Area	179m ²	
f. On Grade Storage Area	1,460m ²	
g. Heavy Fleet (Small) Parking Area	2,018m ²	
h. Light Fleet Parking Area	4,800m ²	
Total	12,084m ²	
5. <u>Light Duty Paving</u>		
a. Uncovered Light Duty Asphalt Parking	11,229m ²	
6. <u>Balance of Concrete Area</u>		
a. Uncovered Balance of Concrete Paving	47,068m ²	
7. <u>Car Parking</u>		
a. Staff & Visitor parking	426 car bays	
b. Heavy Fleet bays	138 bays	
c. Small Fleet bays	68 bays	
d. Light Fleet bays	184 bays	
8. <u>Paving Beyond Boundary</u>		
a. Truck Entry Crossover	132m ²	
b. Visitor & Staff Entry Crossover (bitumen)	79m ²	
c. Truck Exit Road & Crossover	1,048m ²	



Office



Building 2



Building 3



Building 4

According to the application, the workforce operating at or from this site is estimated to be up to 750 staff of which 40 per cent are administrative staff and 60 per cent operational staff. Western Power has advised that all staff generally arrive between 6.30am and 8.00am and depart between 3.00pm and 5.00pm.

Key Issues

The key issues associated with this Proposed MDP that are considered to be fundamental to Council's consideration include noise, separation distances to sensitive development (existing homes) as well traffic management. These are discussed following.

Noise

Noise will likely be a significant concern to the southern adjoining Resource zoned properties, which in respect of proximity to the proposed development are shown following:



The **red dots** represent the location of the closest two homes. The closest being 160m from the southern boundary of the airport, and factoring in the proposed setback of development, being 175m from the edge of the site in question.

According to the application:

“the majority of activities associated with the proposed development occur within the internal areas of the buildings, with the exception of the manoeuvring of vehicles in and around the site. No regular manufacturing or fabrication process is proposed at this depot. The overall noise generated from the site will be minimal and it will not impact on the operations of the Airport.

The layout of the site ensures that all layover, parking, and manoeuvring of vehicles occurs on site. Light vehicles are contained within the parking area to the south of the proposed development and will not create any significant noise impacts. The heavy vehicles are all limited to the eastern and northern sides of the proposed development.

Potential noise impacts will be managed via the [Construction Environmental Management Plan] and subsequent [Operational Environmental Management Plan] as detailed in Section 8.2.2.

The closest sensitive land use to the subject site is rural-residential in the suburb of Jandakot to the south and west of the site with the nearest dwelling being approximately 175 metres from the edge of the site.

The rural-residential dwellings have a large setback creating a vegetation strip approximately 150m between the boundary of the Airport and the nearest residential dwelling. A 2.4 metre high screen wall is proposed on the southern boundary of the site, on top of the existing batter with landscaping on the batter to provide additional separation and screening to the rural-residential land. Regular truck traffic has been moved further north as far as practicably possible (taking building footprints and external storage areas into account), which will further ameliorate potential noise impacts.”

Officers note that the Proposed MDP does not contain any detailed noise assessment, prepared by a suitably qualified acoustic engineer, to verify the statements made about noise. This creates a difficult situation for officers to be able to comment on the potential noise issues, where there is no clear understanding as to how managing noise issues has informed the specific design of the proposal. Noise is best managed where it is identified early on in the design process, and that collaboration between the acoustic engineer and the architect helps to shape the physical layout of processes and activities, as well as the different components of the development.

The absence of a detailed noise assessment as part of this proposed MDP means that it is difficult to conclude as to what impact (if any) the proposal may have on the surrounding rural residential rural amenity,

and to what degree the mitigation measures (site layout and 2.4m screen wall) will have in managing noise.

Where a similar development type is proposed elsewhere within the City of Cockburn, it would be necessary for the proponent to demonstrate that potential emissions would not cause adverse impacts to the residential/rural amenity of other nearby properties. The necessity for a detailed assessment of a proposal is based by the City on the separation distances identified within the Environmental Protection Authority's Guidance Statement No. 3 "Separation Distances between Industrial and Sensitive Land Uses", which recommends buffer distances between the boundary of a proposed industrial land use and the boundary of any sensitive land use. The present boundary to boundary set back of the proposed MDP from the nearest sensitive land use is approximately 160m.

A similar land use identified within the EPA Guidance Statement is 'transport vehicles depot', for which the EPA Guidance Statement identifies a 200m buffer distance from sensitive land uses, with the potential for gaseous, noise, dust and odour impacts. There are potentially three sensitive land uses within this 200m set back from the southern boundary of the Proposed MDP. As a result, a detailed noise assessment should be provided by the proponent to demonstrate that all noise emissions would comply with the assigned noise levels imposed under the *Environmental Protection (Noise) Regulations 1997*, for all hours of operation and for all activities included which have the potential to generate noise.

There may also be additional amenity impacts associated with the resultant increase in vehicle traffic on Pilatus Street linking to Jandakot Road and Berrigan Drive. Although the application does not indicate night time operations, night time call outs may occur for example to address blackouts in the electricity network. This could result in increased traffic across both day and night time hours. Heavy vehicle traffic occurring at night and in the early morning could be particularly intrusive as a result of the reduced background noise levels within residential and rural areas at these times.

The key recommendation in respect of noise is that, in the absence of a detailed noise impact assessment, it is not possible to verify either:

- The extent of possible noise impacts.
- Whether the planned mitigation measures will suitably manage noise impacts.
- Whether such noise impacts are associated with the development site itself, or could potentially extend to the key access routes also.

Traffic

There have been recent improvements in the movement network, with the City and Jandakot Airport Holdings jointly delivering the Pilatus Street (southern road) link, upgraded Berrigan Drive freeway connection and new traffic controlled intersection at Jandakot Road / Berrigan Drive / Pilatus Street / Dean Road. According to the Proposed MDP:

“The traffic that will be generated by the proposed Western Power development will primarily be related to arrival and departure of staff and fleet vehicles travelling to and from the site each day. Visitors and delivery vehicles will only represent a small proportion of traffic flows generated by the proposed development.

Western Power has advised that the workforce operating at or from this site is estimated to be up to 750 staff of which 40 per cent are administrative staff and 60 per cent operational staff. Western Power has advised that all staff generally arrive between 6.30am and 8.00am and depart between 3.00pm and 5.00pm.

Based on advice from Western Power the following assumptions are incorporated in the traffic generation calculations:

- *Typically, 10-20 per cent of staff are absent on leave or due to illness on a typical day. 10 per cent is assumed typical for the purpose of this analysis.*
- *Western Power will provide bus transport from Murdoch Station to the site for employees. This could be up to 20 per cent of staff but 10% is assumed for this analysis.*
- *Some staff will ride share or cycle to work. 10 per cent is assumed for the purpose of this analysis.*
- *Typically, 20 per cent of the field vehicles are not used on any given day.*

Based on these assumptions the staff movements will generate traffic flows of approximately 1,050 vehicles per day (vpd) (525 in / 525 out). This will be a combination of cars which park in the staff car park and light fleet vehicles which park in the depot area.

Visitor traffic is nominally estimated at three times the number of visitor parking bays (59 visitor spaces are proposed) which indicates approximately 350vpd (175 in / 175 out).

Fleet vehicles traffic generation assumed 80 per cent of the fleet vehicles travel from and to the site each day. Parking is provided for 138 heavy fleet vehicles, 56 small fleet vehicles and 184 light fleet vehicles. Hence it is estimated the fleet vehicles traffic generation would be approximately 600vpd (300 in / 300 out).

This would include approximately 220 heavy vehicle movements per day (110 in / 110 out).

The total traffic generation of the proposed Western Power development is therefore estimated at approximately 2,000vpd (1,000 in / 1,000 out) with approximately 11 per cent heavy vehicle movements."

The assumptions made in respect of travel mode split appear to be quite high, especially for public transport use (up to 20% but assumed 10%), ride sharing and cycling (assumed 10%) and staff being away on leave (assumed 10% for a typical day). While Western Power would have modelled these assumptions based on its current workforce, it is noted that they may under-represent the actual traffic forecast by some not insignificant percentage (possibly 20%). This raises the logical concern therefore about onsite parking. There needs to be sufficient flexibility in available onsite parking to accommodate vehicles, especially if the assumptions about travel mode split (and therefore parking demand) are not as forecast.

The proposed MDP makes the analysis of traffic impact via the following table:

Road	Location	Average weekday traffic		
		Existing	Development	Level of increase (%)
Karel Ave	E of Berrigan Dr	13,100 vpd	1,260 vpd	9.6%
Karel Ave	W of Berrigan Dr	20,100 vpd	1,260 vpd	6.3%
Pilatus St (Berrigan Dr)	N of Jandakot Rd	14,500 vpd	660 vpd	4.6%
Berrigan Dr	W of Jandakot Rd	18,000 vpd	500 vpd	2.8%
Jandakot Rd	E of Berrigan Dr	14,900 vpd	160 vpd	1.1%

The key area of concern is impact on Karel Avenue, which already suffers from extended poor levels of service considering the interaction between freeway traffic, Roe Highway traffic, a single lane bridge and roads like Farrington Road and South Street feeding a mix of residential and commercial traffic onto Karel Avenue. Being the central northern access in to a major specialized centre of Jandakot airport, means the road is not fit for purpose and is in need of upgrade. This is dependent upon the duplication of the freight rail bridge and the widening of the road as well as intersection treatments.

Karel Avenue is now identified for such upgrade, according to the urban projects now listed for delivery by Main Roads WA. On the Main Roads WA website, Karel Avenue upgrade is noted as:

“Comprising upgrades to the Roe Highway and Karel Avenue interchange including widening of the existing Karel Avenue bridge. It will remove a bottleneck on the approach to the Jandakot Airport precinct, which when developed, is expected to support in excess of 8,000 jobs and 300 businesses.

The scope of the project is mentioned as:

“Upgrade Karel Avenue interchange with Roe Highway, including bridge widening.

The widening of Karel Avenue between Farrington Road and Berrigan Drive either side of the interchange is currently under consideration but is subject to additional funding and consultation with key stakeholders.”

The underlined section of the scope above is a potential concern particularly with this proposed MDP. If the Karel Avenue scope is not extended to include the widening of the approaches, then it is possible that the bridge widening alone may not be able to address the traffic issues that currently exist. This proposed MDP could therefore further impact congestion in the area, and potentially shift a greater proportion of traffic on to the southern link road and Berrigan Drive, thus placing it under further pressure.

The Proposed MDP should ensure a clear commitment to delivery of the entire Karel Avenue upgrade exists, to give greater flexibility to the road network especially as this Proposed MDP will generate a significant amount of traffic in its own right.

Conclusion

Following analysis of the Proposed MDP, it is recommended that Council raise comments based on the following:

1. The absence of a detail noise impact assessment prepared by a suitably qualified acoustic engineer means that the City is unable to determine whether:
 - The extent of possible noise impacts identified by the application is accurate;
 - Whether the planned mitigation measures will suitably manage the known and possibly unknown noise impacts;
 - Whether such noise impacts are likely to be associated with the development site itself, or could potentially also extend to the key access routes also.
2. The Proposed MDP should provide commitment to delivery of the entire Karel Avenue upgrade exists, to give greater flexibility to the road network especially as the Proposed MDP will generate a

significant amount of traffic in its own right.

3. The Proposed MDP needs to demonstrate how parking can be managed should the assumptions about travel mode not reflect the realities of how the development operates upon completion.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.

Community & Lifestyle

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

Moving Around

- An integrated transport system which balances environmental impacts and community needs.
- A safe and efficient transport system.
- A defined freight transport network.

Budget/Financial Implications

There are no specific financial implications associated with this report.

Legal Implications

Airports Act 1996

Community Consultation

There is no specific community consultation being undertaken by the City in this respect. As part of requirements of the Act, the Proposed MDP is being advertised for public comment until 16 October 2017.

Risk Management Implications

The City of Cockburn is a major stakeholder in this proposal, even though it is not the determining authority. Should the City not highlight the issues contained in the officer recommendation, the risk is the Cockburn community may perceive matters which are important to our community have not been raised.

Part 1 of the recommendation in particular is important as it identifies the constraints the City has, due to a lack of available information, in being able to comment on some issues. This will mitigate the risk the determining authority might assume the City has no comment to offer on those matters (and then treat that as 'no concerns').

Attachment(s)

Nil.

Advice to Proponent(s)/Submissioners

N/A.

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

Nil.

15.7 (OCM - 12/10/2017) - FINAL ADOPTION SCHEME AMENDMENT NO. 124 (LOT 432) RODD PLACE, HAMILTON HILL (109/124) (D DI RENZO)

RECOMMENDATION

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment 124 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) adopt Scheme Amendment No. 124 for final approval for the purposes of:
Recoding portion of Lot 432 Rodd Place, Hamilton Hill from 'Residential R30' to 'Residential R30/40'.
- (3) ensure the amendment documentation, be signed and sealed and then submitted to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning.
- (4) advise those parties that made a submission of Council's decision accordingly.

COUNCIL DECISION

Background

The subject site is Lot 432 Rodd Place, Hamilton Hill (see Location Plan - Attachment 1). A portion of the site (4504sqm) is zoned 'Residential R30', with 3131sqm of the northern portion reserved for 'Parks and Recreation' pursuant to City of Cockburn Town Planning Scheme No. 3 ("Scheme").

Vehicular access to the residential zoned portion of the subject site is from Rodd Place to the east.

Council at its 8 June 2017 meeting considered a request to recode the land from R30 to R40, in order to achieve a more coordinated and united development response for the land. As part of considering this request, Council resolved to initiate the amendment to recode the land to R30/40, in order to match how other landholdings opposite open spaces within Spearwood and Hamilton Hill had been dealt with. This was considered consistent with the coding principles set out in the Phoenix Revitalisation Strategy.

The amendment was initiated as a 'standard' amendment' and was subsequently referred to the Environmental Protection Authority. It was subsequently advertised for public comment for a period of 42 days.

The purpose of this report is to consider the amendment for adoption, in light of the advertising that has taken place.

Submission

N/A

Report

Proposed Amendment No. 124 seeks to recode the 'Residential' zoned portion of the subject land from 'Residential R30' to 'Residential R30/R40'. The current zoning of the subject land and surrounding area is shown in Attachment 2.

The subject land was formally owned by the City of Cockburn in freehold, and the current reserve and zoning configuration was identified through the Phoenix Rise Master Plan (adopted in 2006), to enable residential development to occur overlooking a redeveloped public open space ("POS"). Amendment No. 38 to the Scheme implemented these Phoenix Rise zoning changes.

The subject land was subsequently included in the Phoenix Revitalisation Strategy (2009) study area, which followed on from the Master Plan, leading to the land being recoded from R25 to R30 in 2010 as part of Amendment No. 76.

The subject land was then identified in the City's Land Management Strategy as being land available for sale. In line with this, the City subsequently sold the land in 2014 to Rodd Place Development Pty Ltd. The purchaser was required to purchase the entire Lot 432 and subsequently cede the portion of the land reserved for recreation back to the City free of cost.

It was also a requirement that the purchaser upgrades the reserved land and redesign and develop the stormwater sump to the satisfaction of the City. This was intended to ensure that coordinated redevelopment occurs, with a positive relationship between the residential component and future POS.

On 2 December 2014 a development application for 47 multiple dwellings on the residential zoned portion of the land was approved by the City, with the northern portion of the site to be redeveloped for POS which would be ceded to the City.

At the time that this approval was issued, *State Planning Policy 3.1 - Residential Design Codes* ("R-Codes") required the 'density' of development in R30 coded areas to be assessed under the 'plot ratio' controls specified in Part 6 of the R-Codes, allowing for a plot ratio of 0.5:1 on the subject site. As the development proposed a plot ratio of 0.44:1, the proposal was considered compliant in this respect.

Subsequent to the approval being issued the Western Australian Planning Commission ("WAPC") amended the R-Codes, to require development within areas coded less than R40 (i.e. including the subject site) be assessed under Part 5 of the R-Codes rather than Part 6. Part 5 contains 'minimum site area per dwelling' requirements which are not able to be varied, and would limit the number of dwellings that could be approved on the subject site to around 25.

The development approval was valid for a period of two years, consistent with the Planning and Development (*Local Planning Schemes*) Regulations 2015), during which time the development needed to be 'substantially commenced' in order for the approval to remain valid.

The development was not substantially commenced within the required two year time frame, and therefore the 2014 approval is no longer valid. It is on this basis that the landowner applied to recode the 'Residential' zoned portion of the site from R30 to R40, in order to achieve what they consider a more coordinated design response to the site, compared to what the R30 density would achieve. Council resolved to initiate the amendment, however to a density of R30/40, to match how similar sites elsewhere had been dealt with by the Council.

Proposed R30/R40 coding

The subject land is located within the Phoenix Revitalisation Strategy area; therefore, consideration must be given to the Strategy in considering the appropriateness of this proposal.

To summarise, the residential codings in the Phoenix Revitalisation Strategy were designated generally as follows:

- * R40 and greater within the 400m walkable catchment of the Phoenix Activity Centre.
- * R30 within the 400m – 800m catchment of the Phoenix Activity Centre.
- * R30/40 adjacent to POS with design guidelines/criteria contained within a Local Planning Policy. This sought better design outcomes opposite, abutting or adjacent to POS; and the provisions provide an opportunity to achieve a density bonus subject to specific dwelling design requirements. The specific requirements aim to provide a variety in the design, height and roofline of dwellings and maximise passive surveillance of POS areas.
- * Bethanie Illawong Aged Care site (1 Rodd Place adjacent to the subject land) was recoded from R30 to a split coding of 'R35/R80 in response to the identified specific need for more aged care dwellings. To ensure appropriate development of this site there were extensive and detailed provisions included in the Scheme, and a 'Restricted Use' was included to ensure the site is only developed to facilitate more aged and dependent persons accommodation.

The R30 coding of the subject land was therefore left unchanged, given its distance from the Phoenix Activity Centre.

As outlined above, codings of R40 were only designated within the 400m walkable catchment of the Phoenix Activity Centre. It is however noted that the Phoenix Revitalisation Strategy did designate split codings of R30/40 adjacent to POS. The subject land includes a large portion of POS, and it is therefore considered appropriate to give consideration to a split coding of R30/R40 for the subject land.

With the split R30/40 coding the lower R30 coding applies as of right, and should the higher coding of R40 be sought the criteria set out in Local Planning Policy 1.2 'Residential Design Guidelines' must be met.

A split coding of R30/40 is consistent with the residential coding designations of the Phoenix Revitalisation Strategy, and would also provide a transition from the Aged Care site which is coded 'R35/R80'.

Applying R30/40 Split Coding

The criteria for the split codings are set out in Local Planning Policy 1.2 'Residential Design Guidelines', under clause 15, as follows:

Split Coded R30/40 Lots

Split coded residential lots which are located opposite or adjacent to Public Open Space (POS) may be developed up to the stated maximum R40 density, where development is consistent with the requirements of this policy and the following criteria:

1. *At least one of the dwellings is two storey or incorporates a habitable mezzanine/loft (excluding bedrooms) in order to create variety in design and height and provide opportunity for surveillance of the POS;*
2. *New dwellings located on the front portion of a lot should have major windows fronting the street, and must not be orientated to solely face internal driveways;*
3. *Wherever possible rear dwellings should be designed so that significant sections of the front elevations can be seen from the street (i.e. major openings to internal living areas);*
4. *Provision of an outdoor living area within the front setback of an existing or proposed front dwelling which complies with the requirements of Section 8 of this Policy in order to promote surveillance of the POS;*
5. *Development on lots larger than 1500m² shall also demonstrate a suitable level of variety in design and height and promote surveillance of the POS.*

It is considered that these criteria, in conjunction with the other provisions of the policy, would ensure that development at a coding of R40 would need to provide good surveillance of the POS, and be designed with visual interest.

From a design perspective, the previously approved multiple dwellings are considered to meet this criteria.

This approach would also require a development application for any development at an R40 coding; therefore preventing the land from

being subdivided into R40 sized lots which could result in development that lacks the cohesion that is achievable through comprehensive development of the site.

To compare the two codings, under a coding of R30 the subject land could be developed for an estimated 25 grouped or multiple dwellings (average site area of 300sqm). A coding of R40 could yield 34 grouped dwellings or 47 multiple dwellings (average site area of 220sqm for grouped dwellings; 180sqm for multiple dwellings).

Pursuant to the R-Codes the maximum building heights, minimum open space, and street setbacks requirements are the same for R30 and R40.

Community Consultation

The proposed Scheme Amendment was advertised for a period of 42 days as required by Planning and Development (Local Planning Schemes) Regulations 2015 for 'standard amendments'.

The proposal was advertised to all landowners in Stanyford Place and Rodd Place; to adjacent landowners in Fenton Way, and Phoenix Road; and those on Erpingham Road near Stanyford Place.

Two submissions of support and three objections were received, with no objections received from government agencies.

The three objections were received raising the following concerns:

- * Building heights and privacy;
- * Traffic and parking on Rodd Place.

These are discussed and addressed below, and each submission is set out and addressed in the Schedule of Submissions (Attachment 4).

Building heights

Concerns were raised regarding building heights and privacy as a result of the recoding, with two submissions stating they did not support building heights over two storeys.

The maximum building heights set out in the R-Codes for the current R30 coding, and the proposed R30/40 coding are the same, therefore the proposed recoding will not result in any additional building height.

Traffic and Parking

Vehicular access to the subject land is from Rodd Place, which is an access road.

Given that development at a coding of R40 would potentially yield more dwellings, consideration must be given to the impact of additional vehicle movements on Rodd Place.

Under a coding of R30 the possible yield of 25 dwellings may generate an estimated 150 vehicle trips per day (based on 5-6.5 daily vehicle trips per large unit or townhouse).

A coding of R40 could yield 47 multiple dwellings which is estimated to generate a maximum of 235 vehicle trips per day (based on 4-5 daily vehicle trips per smaller grouped/multiple dwelling).

Development at a coding of R40 therefore has the potential to increase daily vehicle movements on Rodd Place by 85.

Currently Rodd Place has seven dwellings on the northern side, and 22 aged care units on the southern side (Bethanie Illawong Aged Care, also accessed directly from Southwell Crescent). Current development is therefore likely to generate a maximum of 156 daily vehicle trips. In conjunction with the anticipated 235 vehicle trips under an R40 coding development scenario for the subject land this is a total of 391 vehicle trips per day.

Rodd Place is classified as an 'Access Road', and the maximum desirable volume for such roads is 3000 vehicle trips per day (Main Roads WA - Road Hierarchy for Western Australia Road Types and Criteria).

It is noted that future redevelopment in Rodd Place in accordance with the current residential codings may result in twice as many residential dwellings to the north (if each were to be subdivided), and an additional 108 aged care dwellings to the south (noting access would also be possible from Southwell Crescent).

Should maximum re-development/additional development opportunities be utilised by those landowners (excluding the subject land) there is a potential total of 742 vehicle movements on Rodd Place. In conjunction with development of the subject land at an R40 coding (estimated 235 vehicle trips per day), this is a estimated maximum total of 977 vehicle trips per day on Rodd Place. This is still substantially less than the 3000 vehicle trips per day that the road has capacity for.

It is therefore considered that the total anticipated daily vehicle trips on Rodd Place under an R40 coding scenario for the subject land, and factoring in possible additional development of other properties in Rodd Place, would be acceptable and within the design capacity of the existing road.

Parking

One submission from a resident on Rodd Place stated that there is already a lot of on street parking on Rodd Place, being visitors to the Aged care facility. On-street parking is controlled by The City of Cockburn's Parking and Facilities Local Law 2007 to maximise the use of available road and footpath space and to provide access to parking for all motorists. This applies to Rodd Place.

Vehicle parking for the subject site will be required to be addressed in accordance with the requirements of the R-Codes, which includes requirements for on-site visitor parking. The previously approved development application for 47 multiple dwellings (contained within Attachment 2 – page 18) demonstrated that the resident and visitor parking could be accommodated on the subject land without impacting of the amenity of the adjacent area.

Conclusion

The proposed recoding of the subject land from R30 to R30/40 is consistent with the coding principles set out in the Phoenix Revitalisation Strategy for land adjacent to POS.

It is therefore recommended that the Council in pursuance of Section 75 of the *Planning and Development Act 2005* amend the Scheme by recoding the residential zoned portion of Lot 432 Rodd Place, Hamilton Hill from 'Residential R30' to 'Residential R30/R40'.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types
- Ensure growing high density living is balanced with the provision of open space and social spaces
- Ensure a variation in housing density and housing type is available to residents

Community, Lifestyle & Security

- Create and maintain recreational, social and sports facilities and regional open space

Budget/Financial Implications

The fee for processing this proposed Scheme Amendment has been calculated in accordance with Schedule 3 of the *Planning and Development Regulations 2009*, and has been paid by the proponent.

Legal Implications

N/A.

Community Consultation

Amendment No. 124 was advertised in accordance with the requirements of Section 47 of *Planning and Development (Local Planning Schemes) Regulations 2015*.

The proposal was advertised for 42 days in the following manner:

- * Letters to adjacent and nearby landowners.
- * Notice in the Cockburn Gazette;
- * Copy of the notice displayed in the offices of the local government for the period for making submissions set out in the notice.
- * Copy of the notice to each public authority likely to be affected by the amendment.
- * Copy of the notice and the amendment on the City's website.

The issues addressed through submissions have been discussed in the report.

Risk Management Implications

The officer's recommendation takes in to consideration all the relevant planning factors associated with this proposal. It is considered that the officer recommendation is appropriate in recognition of making the most appropriate planning decision. As stated in the report, if the amendment is not adopted the risk is that development occurs at the lower R30 coding and creates a response which lacks an appropriate presence to the future open space and generally internalises activity. This would be considered a suboptimal design outcome and legacy for the area.

Attachment(s)

1. Location Plan
2. Current zonings
3. Proponent Request for Amendment Initiation
4. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 October 2017 Council Meeting.

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

Nil.

15.8 (OCM - 12/10/2017) - PROPOSED STRUCTURE PLAN FOR LOTS 35 - 36 (NO. 588 - 590) ROCKINGHAM ROAD, MUNSTER (110/ 175) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 20 of the Deemed Provisions of City of Cockburn Town Planning Scheme No. 3 ("Scheme") recommend to the Commission the approval of the Proposed Structure Plan for Lots 35 - 36 (No. 588 - 590) Rockingham Road, Munster subject to:
 1. Appendix F – 'Noise Assessment June 2017' is to be updated to the satisfaction of the Commission, in consultation with the City of Cockburn, in accordance with the advice received under submission 13 from Main Roads Western Australia.
 2. The Bushfire Management Plan is to be updated to the satisfaction of the Commission, in consultation with the City of Cockburn and the Department of Fire and Emergency Services, to include adjacent classified vegetation and also identify classified vegetation on the subject site.
- (2) endorse the Schedule of Submissions prepared in respect of the Proposed Structure Plan;
- (3) advise the proponent and those persons who made a submission of Council's recommendation; and

- (4) pursuant to Clause 22 of the Deemed Provisions of the Scheme, request that the Commission provides written notice of its decision on the structure plan.

COUNCIL DECISION

Background

The Proposed Structure Plan was received in July 2017. The application was prepared by Taylor Burrell Barnett on behalf of Progress Developments, the prospective purchaser/ developer. The Proposed Structure Plan relates to Lots 35 - 36 (No. 588 - 590) Rockingham Road, Munster ("subject site").

Lot 35 is approximately 4,360m² in area and Lot 36 in approximately 4,500m² in area, totaling approximately 8,860m² in total 'site area'.

The subject site fronts Rockingham Road and backs onto Stock Road. The subject site forms part of an 'urban cell' which comprises a number of lots within the confines of Beeliar Drive to the north, Howe Street to the south, Stock Road to the east and Rockingham Road to the west.

The Proposed Structure Plan was advertised for comment, and the purpose of this report is to consider the structure plan for recommendation of adoption, in light of the advertising that has taken place.

Submission

N/A.

Report

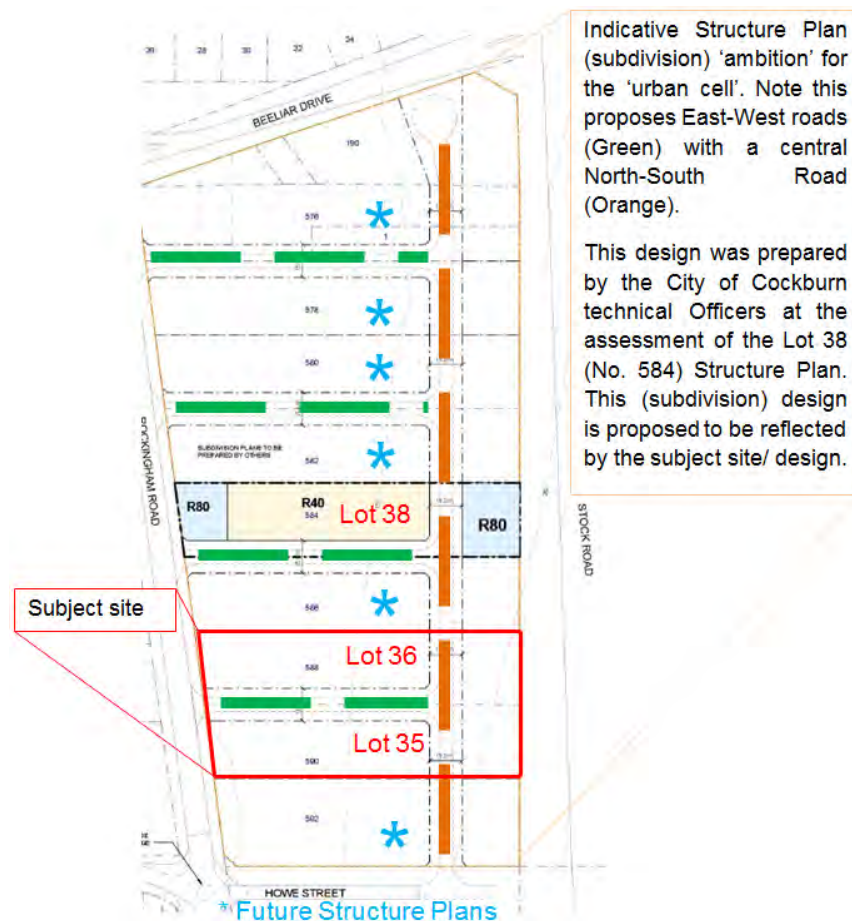
As mentioned, the subject land falls within the urban cell which comprises a number of lots within the confines of Beeliar Drive to the north, Howe Street to the south, Stock Road to the east and Rockingham Road to the west. Council has considered one Structure Plan within this 'urban cell' already. This was the Structure Plan for Lot 38 (No. 584) Rockingham Road, Munster. Council considered the Lot

38 Structure Plan under item number 14.7 of the 11 August 2016 meeting.

Since Council's consideration of the Lot 38 Structure Plan City Officers have been liaising with prospective purchasers, land owners and consultants within the confines of cell in order to continue the Lot 38 'design objectives'. City officers have been advocating for a consolidated and mutually beneficial design outcome in this locality.

The below figure identifies the details as outlined above in a succinct manner. The proposed Structure Plan for Lots 35 and 36 compliment the design outcome from the Lot 38 Structure Plan, which has already been approved by Council.

Figure 1: Indicative 'Urban Cell' desired development outcome



The ultimate development outcome proposes maximum road connectivity by providing east-west connectivity along with north-south connectivity.

The applicant considers this design to be advantageous and has therefore proposed to reflect this within their draft Proposed Structure Plan.

Planning Background

The subject site is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject site is also located within Development Area No. 5 ("DA 5"), Development Contribution Area No. 6 ("DCA 6") and Development Contribution Area No. 13 ("DCA 13") under the Scheme.

Pursuant to Clause 5.2.2.1 of the Scheme; *"The development of land within a Development Area is to comply with Table 9 [of the Scheme]".* Clause 5.2.1 of the Scheme specifies; *"Table 9 describes the Development Areas in detail and sets out the specific purposes and requirements that apply to the Development Areas".* Under Clause 5.2.2.2 of the Scheme; *"The subdivision and development of land within a Development Area is to generally be in accordance with any structure plan that applies to the land."*

On the above basis the specific provisions within Table 9 DA 5 of the Scheme are provided as follows:

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. *"To provide for residential development except within the buffers to the Woodman Point WWTP, Munster Pump Station and Cockburn Cement."*
5. *"The local government will not recommend subdivision approval or approve land use and development for residential purposes contrary to Western Australian Planning Commission and Environmental Protection Authority Policy on land within the Cockburn Cement buffer zone."*

Regulation 27(1) of the Deemed Provisions, to which the Scheme refers, is provided as follows:

"A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when deciding the application."

It is noted the subject site falls outside of the 'buffers' to Woodman Point WWTP, Munster Pump Station and Cockburn Cement.

Pursuant to the above Scheme, the applicant has submitted a Structure Plan proposal for assessment. This includes relevant technical reports or addendums/ appendices to help inform the proposed Structure Plan map.

Residential Development

The Proposed Structure Plan (see Attachment No. 2) proposes to zone the subject land 'Residential' with a density code of 'RMD-R40'. The "RMD" codes are a classification of the 'R-Codes' as outlined by the Commission's most recent Planning Bulletin 112/2015 *'Medium-density single house development standards - Structure Plan areas'*. It provides a set of design standards that removes the need for a further level of planning typically done in the form of a Local Development Plan.

The Proposed Structure Plan subdivision design is generally consistent with Council's already approved development design for Lot 38. On the above basis, the indicative development concept plan for the subject site (in the context of the 'urban cell') is identified below under Figure 2.

Figure 2: Indicative Development concept plan for Lots 35 and 36.



The above development concept is informed by a bushfire management plan, environmental assessment report, transport impact statement, a stormwater drainage strategy and an infrastructure servicing report.

All of the above mentioned supporting documents helped inform the development concept plan and the Proposed Structure Plan map. The below sections identify key components of the assessment.

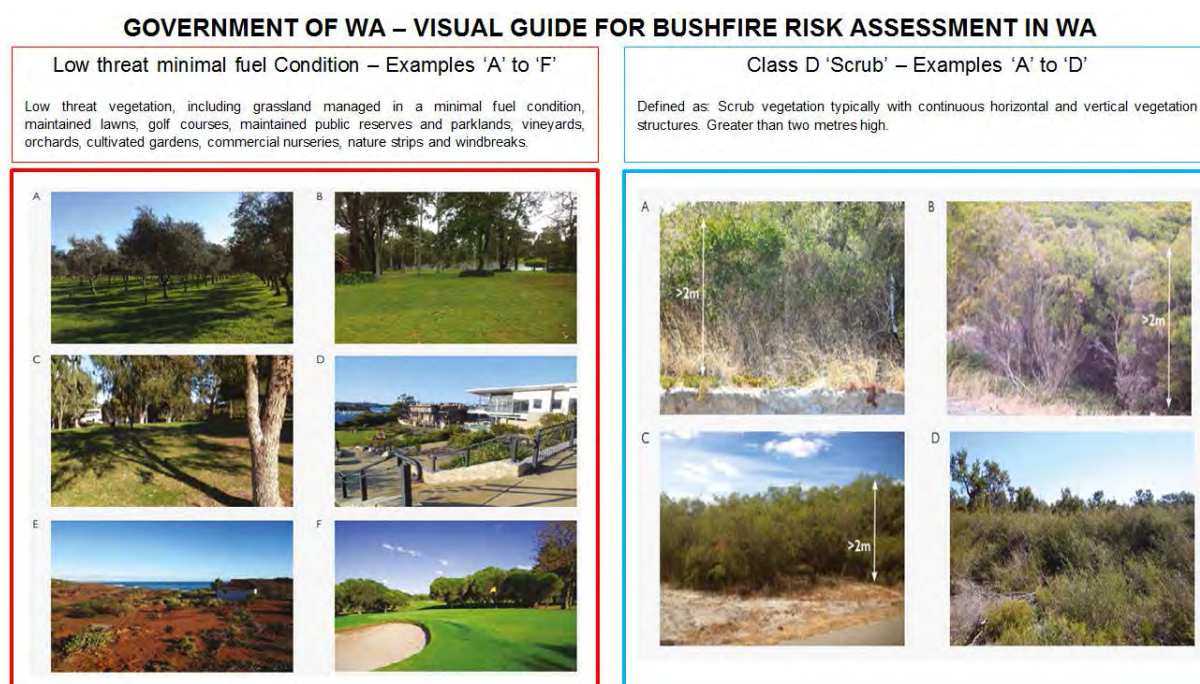
Bushfire Management

The Bushfire Management Plan was assessed for compliance in accordance with State Planning Policy No. 3.7 and a range of supplementary State government 'Bushfire Planning' documents.

Included in the suite of 'Bushfire' documents was the [then] Department of Planning's [now Department of Planning Lands and Heritage] '*Visual guide for bushfire risk assessment in Western Australia*' ('visual guide').

An extract from the visual guide is provided below under Figure 3.

Figure 3: Visual Guide extracts

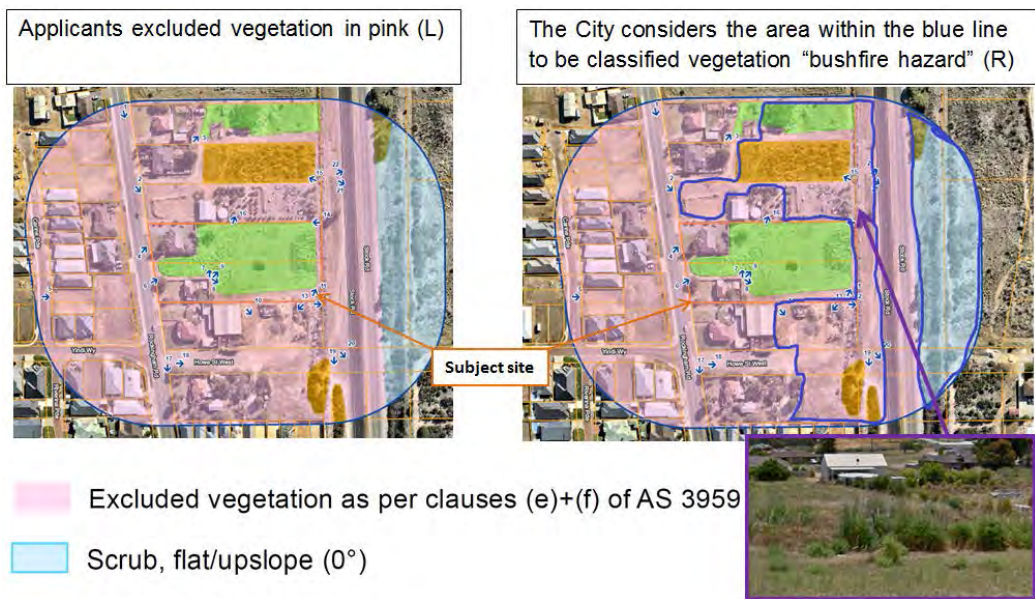


The images identified in red from 'A' to 'F' are examples of 'low threat' bushfire hazards (not a bushfire hazard).

The blue box identifies 'Scrub' vegetation which is identified as a bushfire hazard. This vegetation is unmanaged, includes un-kept grasses and scrub which might result in bushfires.

Figure 4 below provides an extract from the Bushfire Management Plan identifying the 'Low threat' or 'excluded' vegetation. This is identified in the pink area in the below figure.

Figure 4: Extract from Bushfire Management Plan

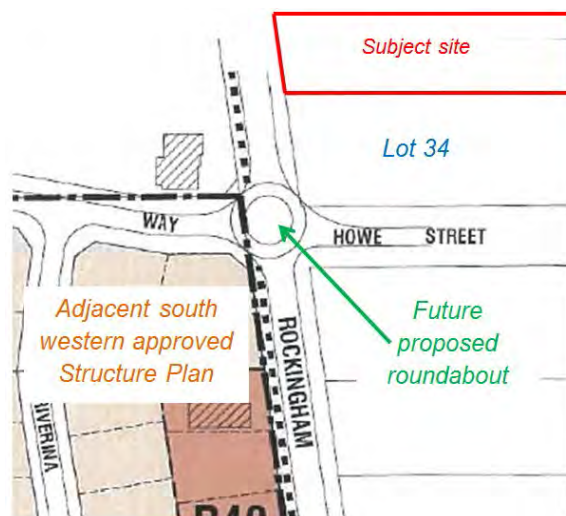


As indicated within Figure 4 above, the City's officers have identified a potential discrepancy within the BMP. This discrepancy however is generally minor and not considered to be material to the determination of the Proposed Structure Plan. This can be suitably addressed as part of a modification, which is captured in the officer recommendation.

Objection from Lot 34 (southern property)

The Council approved Structure Plan to the west of the subject site is titled the "*Consolidated Local Structure Plan Munster Phase 1*". This Plan indicates a future roundabout located at the south western corner of the intersection of Howe Street, Yindi Way and Rockingham Road. This is shown in the below figure;

Figure 5: Future Proposed roundabout

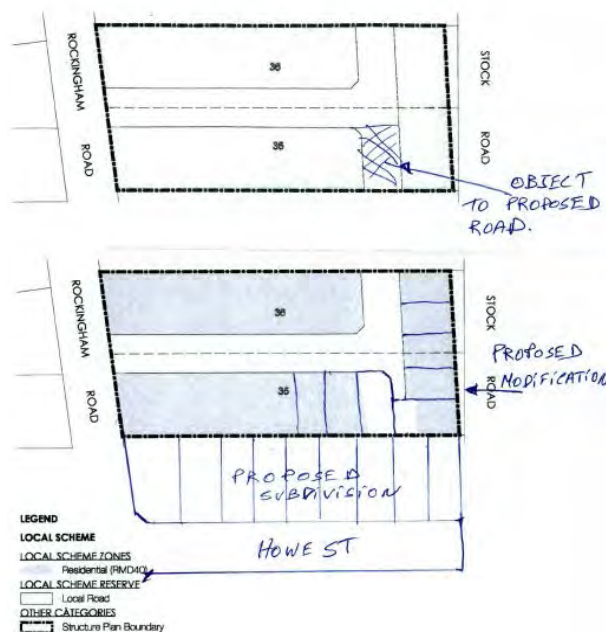


The landowner of Lot 34 raises an objection, based upon the following:

"If this north-south road is approved it will mean that I, the landowner of [Lot 34 - house number] 592 Rockingham road, will be losing a possible future block of land that would be developed on the south boundary of Lot 35/north side of Lot 34. The landowner of Lot 35 will also benefit by having one extra lot on the south side."

The objection provides the below image:

Figure 6: Objection extract



The Strategic intention of the proposed intersection identified under Figure 5 above is clearly to provide a centralised access point where north south / east west traffic can flow in a controlled manner.

The north south road (in question) as shown on the Proposed Structure Plan map forms part of a strategic local traffic consideration in planning for the 'urban cell' (the 'urban cell' comprising the land in-between Howe Street, Rockingham Road, Stock Road and Beeliar Drive).

Figure 1 and Figure 5 above identifies the proposed roundabout on the south western corner and also the intended north/south and east/west road alignments.

Not connecting traffic in the urban cell via the north south link road would create unnecessary pressure on Rockingham Road, and potentially risk safe traffic movement for our current and future residents. The landowner of Lot 34 is required to effectively connect the north south road through to Howe Street, and this is considered a

reasonable expectation and development cost this landowner needs to meet. Developer costs always include the provision of local roads, and therefore it is not unreasonable to require this of the owner of Lot 34.

Connecting development cells within residential areas is particularly important for the City's ability to manage waste services. Council would be aware of the difficulties that waste truck drivers face in road environments that do not connect through to other roads in legible ways, and accordingly Council has the opportunity here to ensure it designs out both a future traffic and waste truck issue, by requirement Lot 34 to ultimately connect the road through to Howe Street. This will assist in creating a development cell, which is the most optimal configuration north of and including Howe Street.

Figure 7: Intended development context for the 'urban cell'.



As identified under Figure 7 above, Rockingham Road comprises multiple cul-de-sac type development in the lower southern (narrower) portion of the subject locality.

The northern section (above Howe Street/ the future roundabout) remains to be structure planned and this area is notably wider. The wider lots allow for the City to contemplate a north south road as has been proposed by the applicant.

The future Structure Plan for Lot 34 to the south will be assessed on its merits at the time of lodgement and it is therefore respectfully recommended the objectors suggestions are not adopted by Council or the Commission, on the basis of their lack of planning merit.

Conclusion

The Proposed Structure Plan meets the above mentioned proper and orderly planning tests. Issues raised in objections received have been overcome, and on this basis the Structure Plan is recommended for approval.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres

Budget/Financial Implications

The required fee was calculated on receipt of the proposed Structure Plan amendment and has been paid by the proponent. There are no other direct financial implications associated with the Proposed Structure Plan.

Legal Implications

Clause 20 of the Deemed Provisions requires the City to prepare a report on the proposed structure plan and provide it to the Commission no later than 60 days following advertising.

Community Consultation

Public consultation was undertaken for a period of 21 days. The advertising period commenced on 15 August 2017 and concluded on 12 September 2017.

Advertising included a notice in the Cockburn Gazette, advertising on the City's webpage, letters to selected landowners surrounding the

Structure Plan area as well as letters to State Government agencies and service providers.

In total Council received 13 submissions of which:

- 8 were in 'Support'
- 1 provided 'No Comment'
- 1 'Objected'
- 1 was 'Undetermined' (Western Power)
- 1 'Support - Subject to Conditions'
- 1 was 'Unable to provide Support - Subject to Modifications' (MRWA)

Analysis of the above mentioned submissions has been undertaken within the 'Report' section above; as well as the attached Schedule of Submissions. See Attachment 3 for details.

Risk Management Implications

The officer's recommendation inclusive of the submissions received takes into consideration all the relevant planning factors associated with this proposal.

There are no obvious risks from the City's perspective in implementing the recommendation.

Should Council fail to make a decision on this application, at this point in time, Council would be in breach of the statutory timeframes as outlined under Clause 20 of the Deemed Provisions.

Attachment(s)

4. Location Plan.
5. Structure Plan Map.
6. Schedule of Submissions

Advice to Proponent(s)/ those who made a Submission

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

Nil.

16. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

16.1 (OCM - 12/10/2017) - LIST OF CREDITORS PAID - AUGUST 2017 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council receive the List of Creditors Paid for August 2017, as attached to the Agenda.

COUNCIL DECISION

Background

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

Submission

N/A

Report

The list of accounts for August 2017 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes.
- Listen to and engage with our residents, business community and ratepayers with greater use of social media.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The list of accounts for July 2017 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City

Attachment(s)

List of Creditors Paid – August 2017.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.2 (OCM - 12/10/2017) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - AUGUST 2017 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated reports for August 2017, as attached to the Agenda;
- (2) amend the 2017-2018 Municipal Budget in accordance with the detailed schedule in the report as follows:

Revenue Adjustments	Increase	595,250
Expenditure Adjustments	Increase	138,357
Net change to Municipal Budget Closing Funds	Increase	456,893

- (3) pursuant to sections 6.16(3)(a) and 6.19 of the Local Government Act 1995, impose the following additional pen fees for the Port Coogee Marina effective from 1 November 2017 and give local

public notice of its intention to do so:

Pen Size	Annual Fee (inc GST) \$	Monthly Fee (inc GST) \$	Daily Fee (inc GST) \$
12m (7m width)	9,560	1,086	72
12m (7.5m width)	10,100	1,140	76
15m (8.5m width)	13,475	1,478	99

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

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

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

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

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

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

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

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

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting. At the August 2017 meeting, Council adopted to continue with a materiality threshold of \$200,000 for the 2017-2018 financial year.

Detailed analysis of budget variances is an ongoing exercise, with any required budget amendments submitted to Council each month in this report or included in the City's mid-year budget review as deemed appropriate

Submission

N/A

Report

Opening Funds

The City budgeted for \$2.5M in opening funds from the previous year and the unaudited position is currently showing \$1.34M. However, until the 2016/17 financial accounts have been audited, the final result cannot be confirmed. Once the audit process is complete, this matter will be addressed in a future report to Council, also dealing with the carried forward works and services from the previous year.

Closing Funds

The City's actual closing funds position of \$91.93M was \$4.96M higher than the budget forecast for the end of August. This result reflects net favourable cash flow variances across the operating and capital programs as detailed in this report.

The 2017-2018 revised budget reflects an EOFY closing position of \$0.92M, up from the \$14k originally included in the adopted budget. This is primarily due to reduced insurance premiums adjusted in the budget and a temporary quarantining of street tree planting.

Operating Revenue

Consolidated operating revenue of \$107.17M was ahead of the YTD budget target by \$0.21M. A significant amount of the City's operating

revenue is recognised in July upon the issue of the annual rates notices. The remaining revenue, largely comprising fees, grants and interest earnings flows comparatively uniformly over the remainder of the year.

The following table shows the operating revenue budget performance by nature and type:

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	96.24	96.26	(0.02)	99.98
Specified Area Rates	0.37	0.33	0.04	0.33
Fees & Charges	7.17	7.35	(0.19)	26.71
Operating Grants & Subsidies	2.09	1.95	0.14	9.56
Contributions, Donations, Reimbursements	0.28	0.17	0.11	1.15
Interest Earnings	1.03	0.89	0.13	4.74
Total	107.17	106.95	0.21	142.47

The significant variances at month end were:

- Fees & Charges – Cockburn ARC fee revenue was \$0.31M ahead of YTD budget. Offsetting this, landfill sales revenue was \$0.26M behind YTD budget.

Operating Expenditure

Operating expenditure of \$21.07M (including asset depreciation) was under the YTD budget by \$2.27M.

The following table shows the operating expenditure budget variance at the nature and type level. The internal recharging credits reflect the amount of internal costs capitalised against the City's assets:

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	7.78	8.36	0.58	52.75
Employee Costs - Indirect	0.14	0.15	0.00	1.50
Materials and Contracts	5.55	7.04	1.49	41.12
Utilities	0.78	0.88	0.11	5.23
Interest Expenses	0.00	0.00	0.00	0.82
Insurances	1.00	1.00	0.00	1.70
Other Expenses	1.10	1.22	0.12	9.01
Depreciation (non-cash)	4.79	4.72	(0.07)	28.30

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Amortisation (non-cash)	0.19	0.19	0.00	1.12
Internal Recharging-CAPEX	(0.27)	(0.22)	0.05	(1.29)
Total	21.08	23.34	2.27	140.25

The significant variances at month end were:

- Material and Contracts - were collectively \$1.48M under the YTD budget with the only significant variances being:
 - Parks maintenance spending under by \$0.53M
 - IT costs over by \$0.49M, but mainly due to the timing of the recognition of Tech One annual support expenses (budget will be realigned next month).
- Direct Employee Costs – were collectively \$0.58M under YTD with no individual significant variances being recorded.

Capital Expenditure

The City's total capital spend at the end of the month was \$3.11M, representing an under-spend of \$5.91M against the YTD budget.

The following table details the budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	0.6	1.4	0.9	15.3	2.0
Drainage	0.0	0.4	0.4	1.7	0.1
Footpaths	0.1	0.1	0.1	1.6	0.0
Parks Infrastructure	0.8	2.1	1.2	12.1	1.5
Landfill Infrastructure	0.1	0.4	0.2	1.1	0.7
Freehold Land	0.0	0.2	0.2	0.8	0.0
Buildings	0.9	3.1	2.3	19.7	7.3
Furniture & Equipment	0.2	0.2	0.0	0.9	0.2
Information Technology	0.2	0.3	0.1	3.0	0.4
Plant & Machinery	0.2	0.7	0.5	4.2	0.6
Total	3.1	9.0	5.9	60.4	12.8

These results included the following significant project variances:

- Buildings – collectively \$2.26M behind YTD budget with Cockburn Bowling & Recreation Facility contributing \$1.67M to the variance and Cockburn ARC \$0.27M. Continuing works at the new Operations Centre have now seen its full year budget exceeded by \$0.21M.

- Roads Infrastructure works were under YTD budget by \$0.86M with Berrigan Drive at Jandakot the only significant variance (under by \$0.28M).
- Parks Infrastructure – the capital program was behind YTD budget by \$0.92M with Coogee Beach master plan (under by \$0.43M) and Beeliar Drive landscaping (under by \$0.22M) the only projects with a significant variance.
- Plant & Machinery – the light vehicle replacement program was \$0.44M behind the YTD budget.

Capital Funding

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

Significant variances for the month included:

- Capital grants were collectively \$0.71M behind YTD budget primarily due to timing issues around grant funding for the Cockburn Bowling & Recreation facility (\$0.96M).
- Receipt (and payment) of \$0.35M in POS cash in lieu funds from Trust Fund for acquisition of public open space - lot 8010 Spearwood Ave (budget to be amended in due course).
- Developer Contribution Area (DCA13) contributions for community infrastructure assets were behind YTD budget by \$0.21M.

Reserve Transfers

- Transfers from Reserve were \$1.68M below the YTD budget setting, corresponding to the low capital spend.
- Transfers to financial reserves were \$0.44M below the YTD budget, primarily due to the DCA13 budgeted revenue shortfall (\$0.21M) and lack of proceeds from land sales (\$0.25M)

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$159.52M, significantly up from \$118.03M the previous month due to rates receipts.

\$110.02M of this balance represented the funds held for the City's financial reserves. The remaining balance of \$49.5M was available to meet operational liquidity requirements (up from \$5.4M previous month). The City's liquidity position improved markedly in August due to the inflow of rates receipts.

Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 2.72% for the month, relatively unchanged from 2.73% the previous month and 2.73% the month before. This continues to compare favourably against the UBS Bank Bill Index (1.89%) and the FIIG Term Deposit - All Maturities Index (2.19%). However, this result will eventually slide due to reinvestments currently attracting rates at least 10 percentage points below this level.

The cash rate was most recently reduced at the August 2016 meeting of the Reserve Bank of Australia (by 25bp to 1.50%) with markets indicating the next move will most likely be up, but not for a while. The City's interest revenue from investments of \$1.02M was ahead of the YTD budget target by \$0.13M.

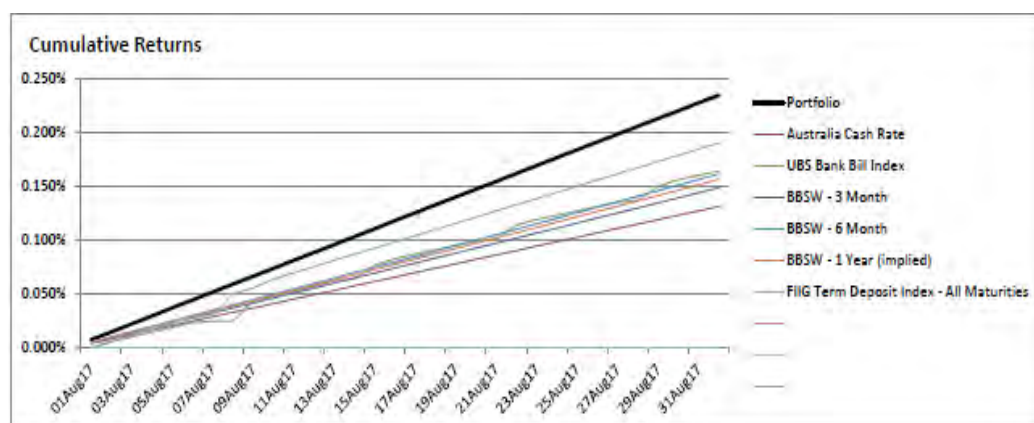


Figure 1: COC Portfolio Returns vs. Benchmarks

The majority of investments were held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned banks. These were invested for terms ranging from three to twelve months. All investments comply with the Council's Investment Policy other than those made under previous statutory provisions and grandfathered by the new ones.

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. The A-1+ investment holding increased marginally from 32% to 34% during the month, as did the A-1 holding from 17% to 19%. The amount invested with A-2 banks decreased from 47% to 45%, comfortably below the policy limit of 60%.

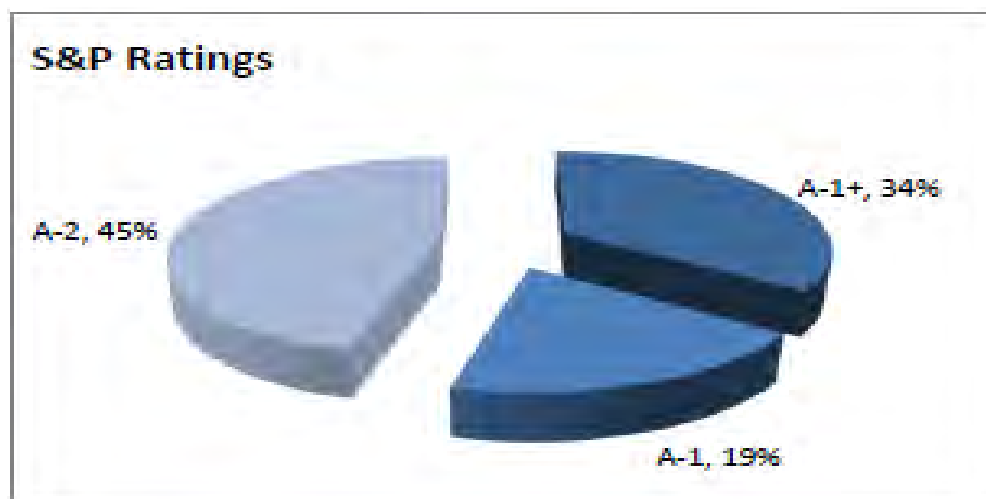


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the highest possible rate on offer (up to 12 months for term deposits), subject to cash flow planning and investment policy requirements. Value is currently being provided within the 3-12 month investment range.

The City's TD investment portfolio had an average duration of 124 days at 31 August or 4 months (increased from 99 days previous month) with the maturity profile graphically depicted below:

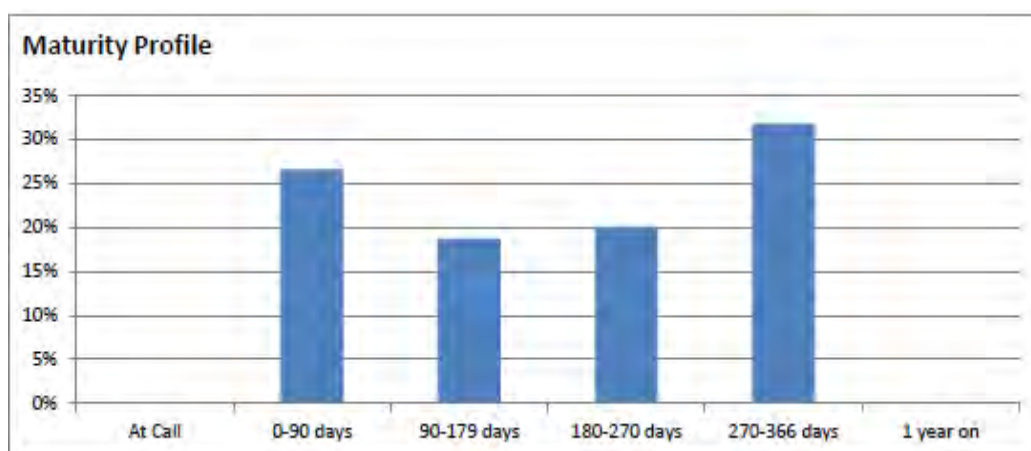


Figure 3: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 46% (\$74.13M) of its TD investment portfolio of \$162.03M with banks deemed free from funding fossil fuel related industries. This was down from 54% the previous month but up in terms of value from \$61.65M.

Budget Revisions

Budget amendments identified during the month and requiring Council adoption are as per the following schedule:

PROJECT/ACTIVITY LIST	USE OF FUNDING + increase (-) decrease		FUNDING SOURCES + decrease (-) increase		
	EXP \$	TF to RESERVE \$	TF FROM RESERVE \$	REVENUE \$	MUNI \$
New grant funded activity - Youth Diversion	111,614			(111,614)	
Management cost recovery from Youth Diversion	(11,893)				11,893
Received FESA Capital Grant	323,636			(323,636)	
Grant for fenced dog exercise areas (election commitment)	160,000			(160,000)	
Quarantine Street Trees planting funds	(445,000)				445,000
Yue Yang Sister City expenditure (funded from Contingency)	7,000				(7,000)
Budget Contingency Fund	(7,000)				7,000
Totals	138,357			(595,250)	456,893

Description of Graphs & Charts

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

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

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

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

Trust Fund

At month end, the City held \$11.11M within its trust fund. \$5.60M was related to POS cash in lieu and another \$5.51M in various cash bonds and refundable deposits.

Port Coogee Marina – Pen Fee Review

Management undertook a review of the pen fees as part of the fees and charges review for the 17/18 budget process. The revised fees adopted in the 17/18 budget reflected a consistent fee structure across all pen sizes, whilst also allowing for the market trends observed during the first year under the City's operation.

Further review since the adoption of the annual budget has firmed up the licence areas for the catamaran pens and identified additional pen sizes that should be included in the marina's fees and charges. The fees have been set using the same base amount and square metre rates as that used for the other pen fees included in the 2017/18 budget (in keeping with the consistent fee structure adopted). They will ensure the marina's fee schedule better reflects the existing range of physical pens available and ensure better operational management of the waterways.

The following updated fee schedule includes the new pen sizes being proposed:

		2017/18 Pen Fees (inc-GST)			
	Pen Size	Annual \$	Monthly \$	Daily \$	
Standard	8 x 4m	4,880	618	42	
	10 x 4m	5,600	690	46	
	12 x 4.4m	6,752	805	54	
	15 x 5m	8,750	1,005	68	
	16 x 5.2m	9,488	1,079	72	
	20 x 5.7m	12,260	1,356	92	
Catamaran	12 x 7m	9,560	1,086	72	New
	12 x 7.5m	10,100	1,140	76	New
	15 x 7.5m	12,125	1,343	90	
	15 x 8.5m	13,475	1,478	99	New

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes.
- Listen to and engage with our residents, business community and ratepayers with greater use of social media.

Budget/Financial Implications

The 2017-2018 budget surplus is showing an increase of \$456,893 in August to \$920,968, due to the budget amendments recommended in this report.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Council's budget for revenue, expenditure and closing financial position will be misrepresented if the recommendation amending the City's budget is not adopted.

Attachment(s)

Statement of Financial Activity and associated reports – August 2017.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17. ENGINEERING AND WORKS DIVISION ISSUES

17.1 (OCM - 12/10/2017) - REQUEST FOR SUPPLIERS NO. RFS 02/2017 - PANEL OF PRE-QUALIFIED SUPPLIERS - LANDSCAPE CONSTRUCTION SERVICES (MINOR WORKS/PROJECTS) (RFS 02/2017) (L VIEIRA) (ATTACH)

RECOMMENDATION

That Council

- (1) accept the responses for RFS 02/2017 – Panel of Pre-Qualified Suppliers – Landscape Construction Services (Minor Works/Projects) submitted by:

1. A Proud Landmark
2. Gecko Contracting
3. MG Group WA

For an estimated total expenditure of \$1,150,000 GST Exclusive per annum for operating and capital works based on the previous three (3) years expenditure. Schedule of Rates will be utilised to determine variations and/or additional services.

COUNCIL DECISION

Background

Parks Services Capital Works and Operational programmes perform a significant number of landscape projects during each financial year that require the procurement of service providers to perform a range of landscape construction works.

The current contracts for these works are due to expire at the end of September 2017. A panel of three (3) to (5) pre-qualified suppliers will provide the most beneficial and functional mechanism to complete the works according to predetermined timeframes in current and future capital works and operational programmes.

Minor works means relatively straight-forward construction works which are new or add to or change (renew, extend or upgrade) an existing infrastructure or other asset. Works are for less than twelve (12)

months duration with a total project value less than \$325,000 GST Exclusive.

A Minor Landscape Construction Project Scope of Works may include; but are not limited to minor earthworks, grading, disposal of materials, soil cultivation, sand supply, limestone retaining walls, planting of trees and shrubs, temporary safety fencing and security services (following construction).

The proposed Contract/Framework Agreement will be for an initial period of three (3) years from the date of commencement of the Agreement. There are Principal instigated options to extend the Agreement period by an additional one (1) year period and for up to twelve (12) months after that to a maximum of five (5) years.

A secondary selection process will be undertaken by the Principal to assign contracts to members of the Panel of Pre-Qualified Suppliers (Landscape Construction Services). Such contracts will be for one-off projects/works for a duration; no greater than one (1) year in accordance with the requirements of Part 4 (Division 3) of the Local Government (Functions and General) Regulations 1995.

Request for Suppliers RFS 02/2017 Panel of Pre-Qualified Suppliers – Landscape Construction Services (Minor Works/Projects) was advertised on Saturday 17 June 2017 in the Local Government Tenders section of “The West Australian: newspaper. It was also displayed on the City’s E-Tendering website between the 17 June and 6 July 2017.

Submission

Responses closed at 2:00 p.m. (AWST) on Thursday 6 July 2017 and sixteen (16) submissions were received from:

	Respondent	Registered Business Name
1	Horizon West Landscape Constructions	
2	Global Turf Projects Pty Ltd	
3	GAS Assets Pty Ltd	Gecko Contracting Turf & Landscape Maintenance
4	Environmental Industries Pty Ltd	
5	Landscape Elements Pty Ltd	
6	The Trustee for the Millennium Trust	Le Grove Landscaping

7	A Proud Landmark Pty Ltd	
8	Kennedys Tree Services	
9	Sanpoint Pty Ltd	LD Total
10	Menchetti Consolidated Pty Ltd	MG Group WA
11	Hind's Sand Supplies & Earthmoving	
12	Sheoak's Cirillo Pty Ltd	Sheoaks Landscapes
13	Eighth Street PL	Ligna Construction
14	Earthcare Landscapes PL	Earthcare
15	Loch Ness Landscape Services	
16	Total Landscape Redevelopment Services PL	

Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

Description of Compliance Criteria	
A	Compliance with the Conditions of Responding (Part 1).
B	Compliance with the Specification (Part 2) contained in this Request.
C	Completion of Section 3.1 – Form of Response
D	Completion of Section 3.2 – Respondent's Contact Person
F	Compliance with Sub-Contractors requirements and completion of Section 3.3.3 .
G	Compliance with Financial Position requirements and completion of Section 3.3.5 .
H	Compliance with Insurance Requirements and completion of Section 3.3.6 .
I	Compliance with Qualitative Criteria and completion of Section 3.4.2 .
J	Compliance with Fixed Price and completion of Section 3.5.2 .
K	Compliance with and completion of the Price Schedule <u>in the format provided in Part 4</u> .
L	Compliance with ACCC Requirements and completion of Appendix A .
M	Acknowledgement of any Addenda issued.

Compliant Tenderers

Procurement Services undertook the initial compliance assessment and all sixteen (16) Respondents were deemed compliant and the responses were released for evaluation.

Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Demonstrated Experience	25%
Respondent's Resources	25%
Sustainability	10%
Tendered Price – Schedule of Rates	40%
TOTAL	100%

Request for Suppliers Intent/ Requirements

Parks Services Capital Works and Operational programmes perform a significant number of landscape projects during each financial year that require the procurement of service providers to perform a range of landscape construction works.

Evaluation Panel

The submissions were evaluated by:

1. Lou Vieira – Parks Manager (Chairperson)
2. Cliff McKinley – Manager HR (SBMG Representative)
3. Kevin Stripe – Parks Project Officer

Probity: Gary Ridgway – Contracts Specialist, Procurement Services

Scoring Table - Combined Totals

Respondent's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
A Proud Landmark PL **	44.25%	32.39%	76.64%
Gecko Contracting **	42.17%	33.90%	76.07%

MG Group WA **	43.58%	29.13%	72.71%
Environmental Industries PL	42.38%	28.60%	70.98%
Le Grove Landscaping	40.96%	29.36%	70.32%
Total Landscape	35.58%	34.51%	70.09%
LD Total	39.25%	29.59%	68.84%
Landscape Elements PL	43.58%	25.00%	68.58%
Horizon West	44.08%	23.04%	67.12%
Kennedys Tree Services	31.42%	31.78%	63.20%
Earthcare	40.63%	22.15%	62.78%
Global Turf Projects PL	33.71%	28.42%	62.13%
Ligna Construction	34.50%	26.73%	61.23%
Sheoaks Landscapes	31.67%	28.29%	59.96%
Loch Ness Landscape Services	36.58%	22.27%	58.85%
Hind's Sand Supplies	29.50%	8.73%	38.23%

** Recommended Submission

Evaluation Criteria Assessment

Demonstrated Experience

MG Group WA, Gecko Contracting Pty Ltd and A Proud Landmark Pty Ltd, Environmental Industries PL, Landscape Elements PL and Horizon West Landscape Construction clearly demonstrated to the panel that they had the relative experience to perform the tasks associated with the landscape construction services. All six provided substantial documentation of similar works performed for other Local Government Authorities and private corporations with a focus on project management and achieving outcomes.

The submissions received from EarthCare, LD Total, Le Grove Landscaping, Lochness Landscape Services and Total Landscape were all of a high standard reflected in the evenness of the scores in this criterion. Hinds Sand Supplies, Kennedys Tree Services, Sheoak Landscapes, Global Turf Services and Ligna Construction only provided minimal documentation relating to previous experience operating within Local Government contracts

Respondent's Resources

The submissions received from MG Group WA, A Proud Landmark Pty Ltd, Gecko Contracting Pty Ltd, Environmental Industries PL, Landscape Elements PL, Horizon West Landscape Construction, EarthCare, LD Total, Le Grove Landscaping, Global Turf Services and Total Landscape clearly demonstrated to the panel that their organisations have the key personnel and are equipped with plant and equipment to fulfil the requirements of the specification of this contract and to manage their respective concurrent workloads and to mitigate and contingency measures that may arise.

Hinds Sand Supplies, Kennedys Tree Services, Sheoak Landscapes, Lochness Landscape Services and Ligna Construction did not provide sufficient information for the panel to determine their ability to supply and sustain the resources required for the landscape construction works.

Sustainability

The submissions received from MG Group WA, A Proud Landmark Pty Ltd, Gecko Contracting Pty Ltd, Environmental Industries PL, Landscape Elements PL, Horizon West Landscape Construction, and Lochness Landscape Services were able to demonstrate an acceptable level of sustainable work practices as reflected in the evenness of the scoring in this criterion.

Hinds Sand Supplies, Kennedys Tree Services, Sheoak Landscapes, Global Turf Services, Ligna Construction, EarthCare, LD Total, Le Grove Landscaping, and Total Landscape lacked a sufficient level of detail and information for the panel to determine their credentials within this criterion, thus reflecting the scores awarded.

Cost Evaluation

For the purposes of evaluating this Request for Suppliers the panel has based the scoring on a selected schedule of rates for core services, i.e. minor earthworks, retaining walls, planting etc. The rates submitted by A Proud Landmark Pty Ltd, Gecko Contracting Pty Ltd, and MG Group WA were found to be the best value for the City.

Summation

The responses submitted by A Proud Landmark Pty Ltd, Gecko Contracting Pty Ltd and MG Group WA scored highest on both qualitative and total score, thus are considered to be the most advantageous for the City. Therefore the Evaluation Panel recommends these three contractors are included in the Panel of Pre-

Qualified Suppliers for Landscape Construction Services (Minor Works/Projects).

The recommendation for the three (3) selected pre-qualified supplier panel members is based on:

- Well demonstrated experience in performing similar work for similarly sized contracts, including positive referee feedback;
- A range of personnel that have experience in managing the services associated with the requirements of the contract;
- Having the required resources and contingency measures to undertake the works; and
- The best value for money.

A Proud Landmark Pty Ltd and Gecko Contracting Pty Ltd are current landscape construction services providers to the City of Cockburn.

Referees were consulted on MG Group WA only, as A Proud Landmark Pty Ltd and Gecko Contracting Pty Ltd are incumbent suppliers to the City reference checks were deemed not required. All information gathered considered MG Group WA capable of delivering to the programme, budget and quality expected of the City.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Create and maintain recreational, social and sports facilities and regional open space

Economic, Social & Environmental Responsibility

- Improve the appearance of streetscapes, especially with trees suitable for shade

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

The estimated per annum contract expenditure of \$1.15M (based on the previous three financial years) for providing Landscape Construction Services (Minor Works/Projects) can be accommodated within the 2017/2018 Parks and Environment Operational and Capital

Works budgets. The core rates indicate minor increases across the schedule of rate items. This will be mitigated on a project by project basis in compliance with the City Procurement Policy.

Legal Implications

3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996.

Community Consultation

N/A

Risk Management Implications

The risk associated with Council not supporting this recommendation include not complying with the City procurement policy, an increase in public complaints by failure to deliver the projects adopted by the Council in the specified time frames and an increase in officers time to develop individual tenders for every minor landscape project.

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

1. Consolidated Evaluation Score Sheet; and
2. Tendered Prices

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Council Meeting.

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

N/A

17.2 (OCM - 12/10/2017) - FEDERAL FUNDING AGREEMENT - SPEARWOOD AVENUE BRIDGE DUPLICATION (159/021) (C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council accepts the terms and conditions from the Federal Department of Infrastructure for funding of the Spearwood Avenue Bridge Duplication.

COUNCIL DECISION

Background

The proposed duplication of Spearwood Avenue between Beeliar Drive and Barrington Street is a project on the current Capital Works Program approved by Council for 2017/18. There are two components to the project – duplication of the road and duplication of the existing bridge over the freight rail corridor south of Barrington Street.

State funding for the road duplication component has been confirmed under the MRRG funding program in the recently released State budget for 2017/18. The application to the MRRG program was based on the usual 2/3 to 1/3 sharing of cost between State and local authority for the road duplication component estimated at \$3.70M. That is, \$2.466M and \$1.234M from the City Municipal Funds. The City sought other funding sources for the bridge duplication component of the project rather than entirely from municipal funds.

Submission

N/A

Report

In May 2017, the City made application to the Federal Department of Infrastructure under the Bridges Renewal Program Round 3 for 50% of the actual cost of the bridge duplication component of the project up to a maximum project total cost of \$5.00M. Approval of the funding submission was confirmed by letter dated 15th September 2017. A copy

of the funding approval by the Federal Government is included as Attachment 1 for reference.

One of the conditions of approval to sign the agreement is evidence by a resolution of Council that the local authority accepts the terms and conditions of the offer of funding, the most important condition being accepting the requirement of matching equally the Federal component of funds.

To that end, discussions had previously been held with the State Transport Minister requesting consideration of a further State funding contribution, with a share of additional municipal funds contributed by the City based on a 2/3 to 1/3 division of funds. The bridge duplication component had previously been estimated as \$4.00M so this would have been a split of \$2.68M to \$1.32M of State to City funds. Since the Federal program allowed for funding submissions up to a total project cost of \$5.00M, the City application was for that maximum project cost.

With a Federal funding component confirmed of up to \$2.5M, further funding assistance from the State is being sought by representation to the Transport Minister, with the assistance of the local State Member for Cockburn the Honourable Fran Logan MP Minister for Corrective Services. A copy of the submission to Mr Logan is included for reference as Attachment 2. This proposal is for the State and the City to equally share the funds required matching the Federal component.

The City has until 10 November 2017 to accept the offer of Federal funds under the terms of the proposed agreement.

Strategic Plan/Policy Implications

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network
- Improve connectivity of transport infrastructure
- Advocate for improvements to public transport, especially bus transport

Budget/Financial Implications

The municipal component of the MRRG funding agreement is included in the current 2017/18 budget approved by Council (\$1.234M). The municipal component of the bridge duplication funds is proposed at

\$1.25M based on the maximum Federal component of \$2.5M and a further State contribution of \$1.25M, pending actual construction costs.

Legal Implications

The terms and conditions of the Federal funding offer is similar to the previous Rounds 1 and 2 and is not considered onerous.

Community Consultation

Community consultation has previously been carried out for the project with advertising on the City website, briefing the Yangebup Progress Association, letter drop to all adjoining properties and a site meeting conducted with a group of affected residents.

Risk Management Implications

Should Council decide not to approve the Federal funding agreement, funds of 50% of the actual construction cost would be lost for the bridge duplication component of the project and hence may prevent the project proceeding as duplication of the road without duplication of the bridge would not be an acceptable community outcome.

Attachment(s)

1. Federal Funding Agreement for Spearwood Avenue Bridge Duplication
2. Submission by the City to Minister Fran Logan MLA for Cockburn

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18. COMMUNITY SERVICES DIVISION ISSUES**18.1 (OCM - 12/10/2017) - FENCED DOG PARKS - CONSULTATION REPORT SUMMARY (144/003) (T MOORE) (ATTACH)****RECOMMENDATION**

That Council

- (1) in accordance with requirements of the Dog Act 1995 (as amended) advertise its intention to create fenced dog exercise areas as follows:
 1. Within the power easement of Lot 12 Briggs Street, South Lake.
 2. Durango Reserve 48999 Durango Turn, Aubin Grove.
 3. Bibra Lake in a portion of Reserve 46787 near Walliabup Way, Bibra Lake.
- (2) not proceed with the creation of a dog exercise area on Brenchley Reserve 46825.

COUNCIL DECISION**Background**

The City has installed fenced parks for large and small dogs at both Yarra Vista, Jandakot and Jan Hammond Park, Success. In October 2016, a City-wide survey found strong support for more off-lead exercise areas. Based on community consultation, Council resolved to create a fenced dog-exercise area at Milgun Reserve, Yangebup, in 2017-2018, and Costa Park, Beeliar in 2018-2019.

Submission

N/A

Report

This report outlines the results of the community consultation undertaken in August 2017 concerning the proposed location of fenced

dog parks in selected reserves. The consultation is the result of the following matters:

- The WA State Government has awarded funds to the City for fenced dog parks in South Lake and Aubin Grove, or in nearby suburbs; and
- The rejection by the local residents' association of a City proposal to build a fenced dog park next to the planned new skate park and recreation precinct on the eastern quadrant of Bibra Lake Reserve 46787.

Residents were invited to complete an online survey which was advertised on the City of Cockburn Facebook page, Comment on Cockburn and an email newsletter to local community associations. Comment was sought on locations for fenced dog parks in the suburbs of Atwell, Aubin Grove, Bibra Lake and South Lake.

Ideally, sites for fenced dog exercise areas should meet the following guidelines:

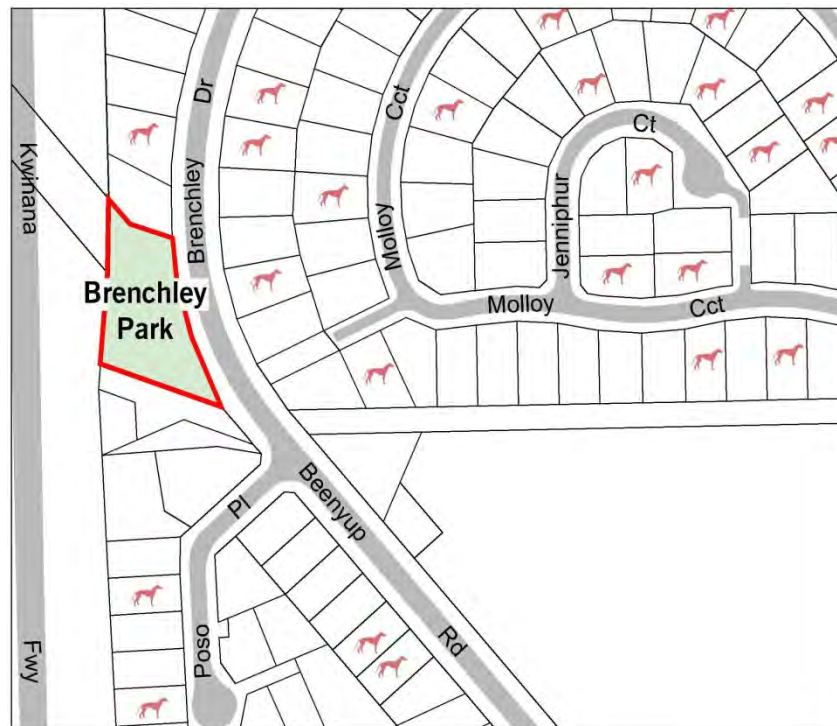
- Land of 1.5ha or more
- Water source for water fountains
- Parking or capacity for parking spaces
- Provision for dog poo bag station and general waste bins
- Preferably away from sports areas and schools so there is no clash of use.

There are however, no parks in the suburb of Aubin Grove that meet all criteria so the reserve that best met the criteria was selected. The City suggested the following locations in the community consultation survey:

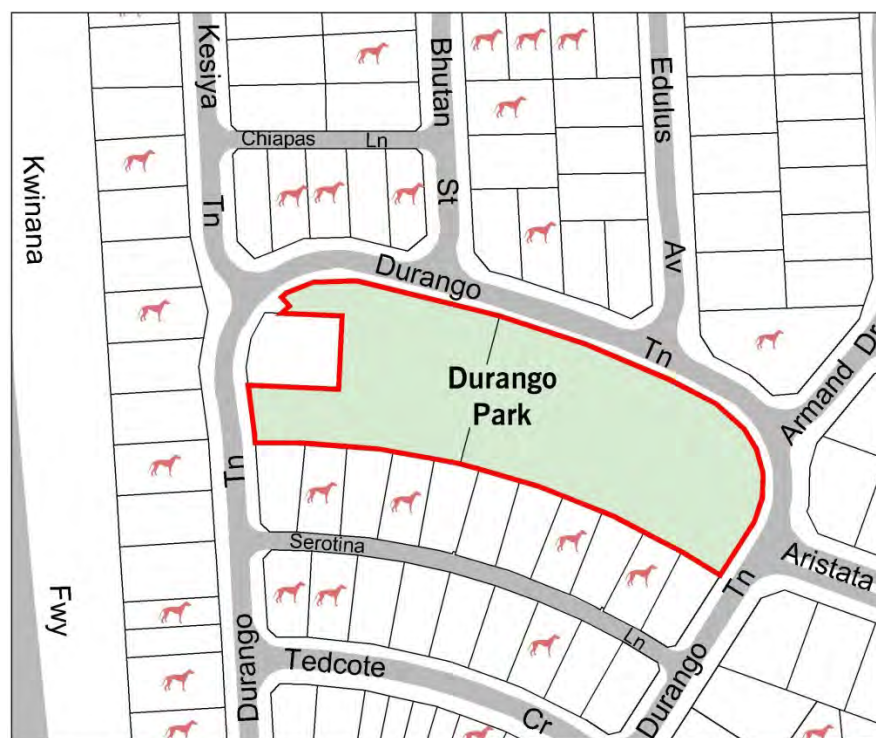
- Atwell - Brenchley Park (opposite Atwell oval) (not recommended)
- Aubin Grove - Durango Park Reserve 48999.
- Bibra Lake – Bibra Lake Reserve portion of reserve 46787 in the south east corner (between the future skate park and recreation precinct and the retirement village). Indicative site only at this stage. Confirmed site will be scoped as part of the 2018/19 budget process.
- South Lake, Lot 12 (under the powerlines, south of Briggs Road)

It should be noted that based on previous consultation, Council decided not to proceed with any dog exercise areas at Princeton Park, Aubin Grove. While the land was suitable it was not supported as a dog off lead exercise area by local residents.

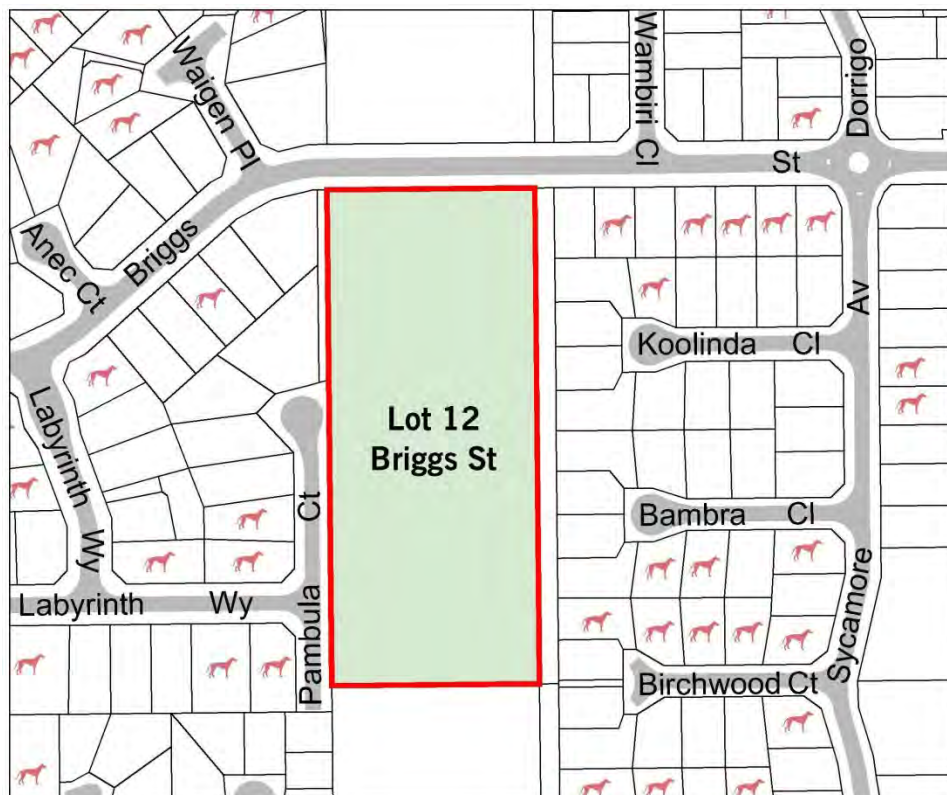
It is considered of interest to identify the number of registered dogs in proximity to the proposed fenced dog exercise areas as shown on the maps below.



Brenchley Park Reserve 46825 Atwell (showing local properties with licensed dogs) (not recommended)



Durango Park (showing local properties with licensed dogs) Reserve 48999



South Lake (showing local properties with dogs) 12L Briggs Street



Bibra Lake, near Walliabup Way (showing local properties with dogs).
Location is indicative only

Following a 28 days public notice period a Local Government may by Absolute Majority of Council declare an area a dog exercise area.

Whilst there was a level of community support for Brenchley Park, it is not considered a recommended option due to its limited size and layout constraints. It is recommended that the three preferred sites be Durango Park, Aubin Grove; Lot 12 Briggs Road South Lake and on a portion of Bibra Lake Reserve 46787 near Walliabup Way.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide residents with a range of high quality, accessible programs and services.
- Provide safe places and activities for residents and visitors to relax and socialise.
- Create and maintain recreational, social and sports facilities and regional open space.

Leading & Listening

- Listen to and engage with our residents, business community and ratepayers with greater use of social media.

Budget/Financial Implications

Funding has been confirmed for a fenced dog park at South Lake, totalling \$98,000, with an \$80,000 grant from the State Government and \$18,000 to be funded from the 2017/18 City of Cockburn Municipal budget.

Funding has been confirmed for a fenced dog park at Aubin Grove or a nearby suburb, totalling \$105,000, with an \$80,000 grant from the State Government and \$25,000 to be funded from the 2017/18 City of Cockburn municipal budget.

There is no provision in the City's 2017-2018 Budget for a fenced dog park at Bibra Lake. Should Council be supportive of the proposed fenced dog area at Bibra Lake the \$100,000 required be considered for the 2018-2019 budget.

The State Government grants received by the City of Cockburn need to be acquitted by the end of the 2017-2018 financial year.

Legal Implications

N/A

Community Consultation

The City has just concluded its fifth round of community consultation about fenced dog parks in 18 months, with strong support from the community for opportunities to exercise their pets.

A summary of the key points raised in the August 2017 consultation process is outlined below:

A total of 112 people completed the online survey, and 801 people visited the web page. A high number (87.8%) of those who responded are dog owners or used to have a dog.

- The City's suggested locations at Brenchley Park Atwell, Durango Park Aubin Grove, and Lot 12 Briggs Road South Lake underneath the power lines were well supported.
- Mixed support for a fenced dog park at Bibra Lake opposite the retirement village, with concerns about snakes and tortoises.
- Strong comments in support of a fenced dog park in South Lake.

Should Council be supportive of the proposed locations, it is recommended that the 28 day public notification process be conducted and that this include signage, local newspaper advertisements and website.

Risk Management Implications

The State Government grants are required to be expended by the end of the 2017-2018 financial year. Should the funds not be expended by this time the state may require the funds to be reimbursed with five rounds of community consultation on dog exercise parks there is a risk Council's brand will be impacted by failing to make sound decisions that reflect the community's responses.

Attachment(s)

1. Consultation Report – feedback from Comment on Cockburn survey participants.
2. Map of dog park locations.

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 October 2017 Ordinary Council Meeting.

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

Nil.

19. EXECUTIVE DIVISION ISSUES**20. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN****21. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING****22. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS****23 (OCM - 12/10/2017) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Clr Smith requested that the following item be brought to a future Ordinary Council Meeting.

- 23.1 Provide a report that discusses how the City can facilitate the planning for future telecommunication towers throughout the City.

24. CONFIDENTIAL BUSINESS**25 (OCM - 12/10/2017) - 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.

COUNCIL DECISION

26 (OCM - 12/10/2017) - CLOSURE OF MEETING

The meeting closed at



REVIEW OF LOCAL GOVERNMENT ACT 1995

DISCUSSION PAPER

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Executive Summary

The Minister for Local Government, Hon David Templeman wrote to the Association on 14 June 2017 to announce the commencement of the review of the *Local Government Act 1995*. The correspondence is outlined below:

Due to the scope of the likely amendments and my desire to see early progress, I have decided that the work will be undertaken in two phases:

The first will focus on modernising Local Government, with the policy work and consultation to be completed in 2017 with a Bill in 2018. Key topics in this phase will be increasing elector participation, electronic disclosure (making information more readily available), simplifying the disclosure of gifts and some reducing red tape provisions.

The theme for the second phase is delivering for the community, with the policy work and consultation to be completed in 2018 with a Bill in 2019. Key themes for this phase will be improving behaviour and relationships, increasing community participation, enabling local government enterprises, improving financial management and reducing red tape.

The following are the issues that the Minister's office has put forward:

Phase 1: 'Modernising local government' - 2017

- Increasing participation in local government elections
- Strengthening public confidence in local government elections
- Making information available online
- Restoring public confidence (includes the gift provisions)
- Reducing red tape
- Regional Subsidiaries

Phase 2: 'Services for the community' - 2018

- Increasing community participation
- Improving financial management
- Improving behaviour and relationships
- Reducing red tape

The Minister also expressed the Review's Principles and Vision thus:

Vision

The vision for local government in Western Australia is: Agile, Smart, Inclusive.

Principles

The review will deliver on this through application of the following principles:

- *Transparent – providing easy access to meaningful, timely and accurate information about local governments (S, I);*
- *Participatory – strengthening local democracy through increased community engagement (I);*
- *Accountable – holding local governments accountable by strengthening integrity and good governance (S, I);*

- *Efficient – providing a framework for local governments to be more efficient by removing impediments to good practice (A, S); and*
- *Modern – embracing contemporary models for governance and public sector management (A, S, I).*

The Minister has invited WALGA and Local Government Professionals WA to participate in a reference group on the review. The Minister's office has advised that there may be some flexibility as to what issues are to be considered in Phase 1 or Phase 2.

In July 2017, State Council considered and adopted the following Consultation Process:

- An Infopage will be distributed to Local Governments including a Discussion Paper on issues that have been identified over the last 8 years including advocacy positions resolved by the sector. This will include a request for Local Governments to submit additional items for consideration in the Act review process. Councils can submit individually or collectively through their Zone.
- WALGA to hold Zone/regional group forums on the Act/Regulatory amendment suggestions. Can be held in-conjunction with a Zone meeting or separately.
- Finalise feedback and provide recommendations on legislative and regulatory change through a State Council agenda item that would go through the Zones.

It is expected that this process will be carried out between July and November 2017 with the State Council item being considered at the 6 December meeting.

Local Government Priorities

The following key issues have previously been brought to the attention of WALGA and identified as priorities, and will form part of the consultation process with the sector on Act amendments:

- a) Gifts
 - Exempt gifts received in a genuinely personal capacity
 - Gift declarations threshold to commence at \$500.00 with no upper limit
 - Gift provisions to apply to Elected Members and CEO only
- b) Regional Subsidiaries
 - Amend Regulations to permit borrowings
 - Amend Regulations to permit dealing in land transactions
 - Amend Regulations to permit trading undertakings
- c) Rating Exemptions:
 - Charitable Purposes provisions
 - Rate Equivalency Payments of Government Trading entities
- d) Financial Management Issues:
 - Borrowings
 - Investments*
 - Fees and Charges
 - Financial ratios

(* Regulation 19C(2)(b) of the Financial Management Regulations was amended on 12 May 2017 to permit fixed term deposits to be invested for up to 3 years,)

e) Administration:

- Electors' General Meetings to be optional
- Designated Senior Officer section to be reviewed
- Public Notices (modernisation of the Act to acknowledge electronic means)

f) Functions of Local Governments:

- Tender Thresholds
- Establish Council Controlled Organisations (Local Government Enterprises)
- Regional Council provisions (review of compliance requirements)

g) Poll Provisions relating to amalgamations and boundary adjustments.

- The poll provisions contained in Schedule 2.1 of the Local Government Act should be extended to provide any community whose Local Government is undergoing a boundary change or amalgamation with the opportunity to demand a binding poll of electors.

Sector Principles

Key foundations of the Act, which the sector would like considered, relate to the retention of the 'general competence' principle and consideration of a size and scale compliance regime. The Act review will incorporate regulatory amendments.

Previous Amendments to the Local Government Act

The current *Local Government Act 1995* commenced on 1 July 1996, and has provided communities with an effective system of Local Government where locally governing Councils have general competence powers to determine the general functions and scope of services provided for the good government of people in their districts. Since 1996, the following major amendments have been promulgated:

- Local Government Amendment Act 1998	Assented to 26 March 1998
- Local Government Amendment Act (No 2) 1998	Assented to 12 January 1999
- Local Government Amendment Act 2004	Assented to 12 November 2004
- Local Government Amendment Act 2006	Assented to 8 December 2006
- Local Government Amendment Act 2007	Assented to 25 June 2007
- Local Government (Official Conduct) Amendment Act 2007	Assented to 28 March 2008
- Local Government Amendment (Elections) Act 2009	Assented to 17 August 2009
- Local Government Amendment Act 2009	Assented to 16 September 2009
- Local Government Amendment Act 2012	Assented to 4 April 2012
- City of Perth Act 2016	Assented to 3 March 2016
- Local Government Legislation Amendment Act 2016	Assented to 21 September 2016

About this Discussion Paper

This Discussion Paper draws on a number of resources upon which WALGA's proposals for Act amendment are based. These resources represent long-standing positions on Act amendments that were developed by the Sector and Sector representatives.

It is acknowledged that only formally adopted State Council advocacy positions can be truly regarded, for the purpose of this Discussion Paper, as representing the collective views of Local Government. Ultimately, this Discussion Paper aspires to honour all views on Local Government Act reform identified through research of the following resources:

- **WALGA Advocacy Positions:** A document representing a collation of WALGA's advocacy positions determined by formal State Council resolutions, inclusive of motions passed at the Association's Annual General Meeting.
- **WALGA Zone Proposals:** This Discussion Paper attempts to capture WALGA Zone resolutions requesting WALGA seek amendment to the Local Government Act.
- **Local Government Reform Steering Committee Report May 2010:** Proposals developed by the Legislative Reform Working Group. Some proposals have already been implemented through Local Government Act amendments since 2010, with the remaining recommendations presented in this Paper for consideration.

This Paper gathers the information from these sources and presents in order of the relevant Part of the Act and associated Regulation. The relationship between Parts of the Act and Regulations is shown in this Table:

LG Act	Regulation
Part 2 →	Constitution Regulations 1998
Part 3 →	Functions and General Regulations 1996 / Regional Subsidiaries Regulations 2017
Part 4 →	Elections Regulations 1996
Part 5 →	Administration Regulations 1996 / Rules of Conduct Regulations 2007
Part 6 →	Financial Management Regulations 1996
Part 7 →	Audit Regulations 1996
Part 8 →	No Regulations
Part 9 →	Uniform Local Provisions Regulations 1996
Schedules	Uniform Local Provisions Regulations 1996

LOCAL GOVERNMENT ACT AMENDMENT PROPOSALS

Part 1 – Introductory Matters

Local and Statewide Public Notice: Sections 1.7 and 1.8

The Association welcomes the opportunity to modernise the requirements of giving public notice of particular matters, as prescribed in the Local Government Act. The Minister for Local Government has indicated an intention to deal with this in Phase 1 of the Review process, by making information available online. It is already common practice within the Local Government sector to place statutory public notices on official websites, despite there being no legislated requirement to do so.

Part 2 – Constitution of Local Government

Method of Election of Mayor/President: Section 2.11

Position Statement	Local Governments should determine whether their Mayor or President will be elected by the Council or elected by the community.
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State Council Resolution	March 2012 – 24.2/2012
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Elected Member Training: New Proposal

Position Statement	<p>WALGA opposes legislative change that would:</p> <ol style="list-style-type: none"> 1. Require candidates to undertake training prior to nominating for election; 2. Incentivise Elected Member training through the fees and allowances framework; or 3. Mandate Elected Member training.
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Further, if mandatory training becomes inevitable, WALGA will seek to ensure that it:

- a) Only applies to first time Elected Members;
- b) Utilises the Elected Member Skill Set as the appropriate content for mandatory training;
- c) Applies appropriate Recognition of Prior Learning (RPL);
- d) Requires training to be completed within the first 12 months of office; and
- e) Applies a penalty for non-completion of a reduction in fees and allowances payable.

State Council Resolution	December 2015 – 119.7/2015 October 2008 – 399.4/2008
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Stand Down when Contesting State or Federal Election: New Proposal

Amend the Act to require an Elected Member to stand down when contesting a State or Federal election, applying from the issue of Writs. The options to consider include:

- (a) that an Elected Member stand down from any decision making role and not attend Council and Committee meetings; or
- (b) that an Elected Member stand down from all aspects of their role as a Councillor and not be able to perform the role as specified in Section 2.10 of the Local Government Act.

Background

The East Metropolitan Zone has identified that, under the *Local Government Act 1995*, there is no requirement for an Elected Member to either stand down or take leave of absence if they are a candidate for a State or Federal election. If elected to Parliament the Elected Member is immediately ineligible to continue as an Elected Member. Currently it is up to an individual Elected Member to determine if they wish to take a leave of absence. In some cases Elected Members have voluntarily resigned.

Part 3 – Functions of Local Government

Notification of Affected Owners: Section 3.51

Position Statement

Section 3.51 of the *Local Government Act 1995* concerning “Affected owners to be notified of certain proposals” should be amended to achieve the following effects:

1. to limit definition of “person having an interest” to those persons immediately adjoining the proposed road works (i.e. similar principle to town planning consultation); and
2. to specify that only significant, defined categories of proposed road works require local public notice under Section 3.51 (3) (a).

State Council Resolution, February 2009 – 480.1/2009

Control of Certain Unvested Facilities: Section 3.53

The Local Government Act 1995 includes a provisions, under Section 3.53, that is carried forward from Section 300 of the former Local Government Act 1960. Former Section 300 stated:

300. A council has the care, control, and management of public places, streets, ways, bridges, culverts, fords, ferries, jetties, and drains, which are within the district, or, which although not within the district, are by this Act placed under the care, control, and management, of the council, or are to be regarded as being within the district, except where and to the extent that under an Act, another authority has that care, control, and management.

Section 3.53 refers to infrastructure as an 'otherwise unvested facility', and is defined to mean: *"a thoroughfare, bridge, jetty, drain, or watercourse belonging to the Crown, the responsibility for controlling or managing which is not vested in any person other than under this section."*

Section 3.53 places responsibility for an otherwise unvested facility on the Local Government in whose district the facility is located. Lack of ongoing maintenance and accreting age has resulted in much infrastructure falling into a dilapidated state. This, together with the uncertain provenance of many of these facilities, particularly bridges, is reported as placing an unwarranted and unfunded burden on a number of Local Governments.

It is recommended Section 3.53 of the Act be deleted and that responsibility for facilities located on Crown Land return to the State as the appropriate land manager.

Regional Local Governments: Part 3, Division 4

Position Statement	The compliance obligations of Regional Local Governments should be reviewed.
Background	<p>Currently, Regional Local Governments are treated by the <i>Local Government Act 1995</i> for the purposes of compliance, as if they were a Local Government.</p> <p>The Association believes that this places an overly large compliance burden on Regional Local Governments. The large compliance burden reduces potential cost savings that aggregated service delivery may achieve through increased efficiency and acts as a disincentive for Local Governments to establish Regional Local Governments.</p>
State Council Resolution	January 2012 – 9.1/2012

Council Controlled Organisations: Part 3, Division 4

Position Statement	The <i>Local Government Act 1995</i> should be amended to enable Local Governments to establish Council Controlled Organisations (CCO) - also referred to as 'Local Government Enterprises' i.e WALGA's Systemic Sustainability Study 2008.
Background	The CCO model is available to Local Governments in New Zealand where they are used for a variety of purposes. The model allows one or more Local Governments to establish a wholly Local Government owned commercial organisation. The Association has developed the amendments required for the CCO model to be implemented in Western Australia.
State Council Resolution	<p>October 2010 – 107.5/2010</p> <p>October 2010 – 114.5/2010</p>

Local Government (Functions and General) Regulations 1996

Tender Threshold: Regulation 11(1)

Position Statement	WALGA supports an increase in the tender threshold to align with the State Government tender threshold (\$250 000).
Background	The tender threshold should be increased to allow Local Governments responsiveness when procuring relatively low value good and services.
State Council Resolution	July 2015 – 74.4/2015 September 2014 – 88.4/2014

Dispositions of Property: Regulation 30(3)

That Regulation 30(3) be amended to delete any financial threshold limitation (currently \$75,000) on a disposition where it is used exclusively to purchase other property in the course of acquiring goods and services, commonly applied to a trade-in activity.

Local Government (Regional Subsidiaries) Regulations 2017

Regional Subsidiaries

Position Statement	That WALGA advocate for legislative and regulatory amendments to enable Regional Subsidiaries to: <ol style="list-style-type: none"> 1. Borrow in their own right; 2. Enter into land transactions; and, 3. Undertake commercial activities.
Background	<p>The <i>Local Government Act 1995</i> was amended in late 2016 to enable Local Governments to establish regional subsidiaries, and this represents a significant advocacy achievement for the Local Government sector;</p> <p>The <i>Local Government (Regional Subsidiaries) Regulations 2017</i>, which were enacted in early 2017, contain significant restrictions that limit the flexibility and will reduce the benefits of the regional subsidiary model;</p> <p>In particular, the regulations prevent regional subsidiaries from borrowing from any organisation other than a constituent Local Government, entering into a land transaction, and commencing a trading undertaking; and,</p> <p>This item recommends legislative and/or regulatory amendments to remove these restrictions that unnecessarily</p>

prevent regional subsidiaries from becoming an effective and efficient collaborative service delivery mechanism.

State Council Resolution March 2017 – 5.1/2017

Part 4 – Elections and Other Polls

Conduct of Postal Elections: Sections 4.20 and 4.61

Position Statement The *Local Government Act 1995* should be amended to allow the Australian Electoral Commission (AEC) and Local Governments to conduct postal elections.

Background Currently, the WAEC has a legislatively enshrined monopoly on the conduct of postal elections that has not been tested by the market.

State Council Resolution March 2012 – 24.2/2012

Voluntary Voting: Section 4.65

Position Statement Voting in Local Government elections should remain voluntary.

State Council Resolution 427.5/2008 – October 2008

On-Line Voting

WALGA has received requests from three (3) Zones to explore the possibility of introducing on-line voting in Local Government elections.

A State Council Item for Noting was prepared in May 2017 advising that WALGA staff will liaise with the WAEC regarding the use of the iVote system and also seek feedback from the Local Government sector on online voting and other opportunities to increase voter turnout. The Minister for Local Government has indicated that online voting is likely to be considered in the context of increasing elector participation.

Part 5 - Administration

Electors' General Meeting: Section 5.27

Position Statement Section 5.27 of the *Local Government Act 1995* should be amended so that Electors' General Meetings are not compulsory.

Background There is adequate provision in the Local Government Act for the public to participate in Local Government matters and access information by attending meetings, participating in public question time, lodging petitions, and requesting special electors' meetings.

NOTE: The current Local Government Amendment (Auditing) Bill 2017 proposes that a Local Government's Annual Report is to be placed on its official website within 10 days of being received.

State Council Resolution February 2011 – 09.1/2011

Special Electors' Meeting: Section 5.28

That Section 5.28(1)(a) be amended:

- (a) so that the prescribed number of electors required to request a meeting increase from 100 (or 5% of electors) to 500 (or 5% of electors), whichever is fewer; and
- (b) to preclude the calling of Electors' Special Meeting on the same issue within a 12 month period, unless Council determines otherwise.

Senior Employees: Section 5.37(2)

That Section 5.37(2) be deleted to remove any inference or ambiguity as to the role of Council in the performance of the Chief Executive Officer's function under Section 5.41(g) regarding the appointment of other employees (with consequential amendment to Section 5.41(g) accordingly).

Annual Review of Certain Employees Performance: Section 5.38

Section 5.41(g) of the Act prescribes the function of responsibility for all employees, including management supervision, to the Chief Executive Officer. Section 5.38 therefore creates unnecessary ambiguity; unnecessary in terms of the certainty that Section 5.41(g) already provides. It is recommended that Section 5.38 either be deleted, or amended so that there is only a specific statutory requirement for Council to conduct the Chief Executive Officer's annual performance review.

Gifts and Contributions to Travel: Sections 5.82 and 5.83

The current Gift Provisions in the Local Government Act are very confusing and overly prescriptive. The Department of Local Government and Communities have established a Gift Working Group to look at completely reviewing the gift provisions for changes following the March 2017 State Election. WALGA is a participant in this working group. WALGA representatives have been advocating for the following:

- There be one section for declaring gifts. Delete declarations for Travel.
- No requirement to declare gifts received in a genuinely personal capacity.
- Gift provisions only for Elected Members and CEO's. Other staff fall under Codes of Conduct from the CEO to the staff.
- Gifts only to be declared if above \$500.00.
- There will not be any category of notifiable gifts or prohibited gifts.
- Gifts only to be declared in respect to an Elected Member or CEO carrying out their role.
- Exemptions for ALGA, WALGA and LG Professionals (already achieved).
- Exemption for electoral gifts received that relate to the State and Commonwealth Electoral Acts. So Elected Members who are standing for State or Federal Parliament will only need to comply with the State or Federal electoral act and not declare it as a Local Government gift.

Vexatious and Frivolous Complainants: New Provision

It is recommended that a statutory provision be considered, permitting a Local Government to declare a person a vexatious or frivolous complainant. Section 5.110(3a) of the Act was recently introduced in relation to the Local Government Standards Panel ruling on vexatious and frivolous Rules of Conduct Regulations breach allegations:

"...a standards panel can at any stage of its proceedings refuse to deal with a complaint if the standards panel is satisfied that the complaint is frivolous, trivial, vexatious, misconceived or without substance."

Given the extensive cost and diversion of administrative resources currently associated with vexatious and frivolous complainants across the Local Government sector, it is recommended that a more general mechanism, based on the principles associated with the introduction of Section 5.110(3A), be investigated.

Amendments to the legislation would need to cover the following points to implement the proposed arrangements:

- Create a head of power to determine whether a community member is vexatious (potentially establish a new body through legislation and give it this power of determination);
- Define vexatious behaviour broadly to include the extent and nature of communication between the alleged vexatious person and the Local Government (using words such as 'unreasonable', 'persistent', 'extensive', 'malicious' and 'abusive');
- Outline the restrictions to statutory rights which can be imposed on a person if he or she is declared by the independent body to be vexatious;
- Establish a process, if necessary, to enable a Local Government to present its case for the alleged vexatious person to defend himself/herself;
- Determine what appeal rights are necessary.

Local Government (Administration) Regulations 1996

Revoking or Changing Decisions: Regulation 10

Regulation 10 provides a mechanism for the revocation or change to a previous decision of Council. It does not however, contain any provision clarifying that the provisions do not apply to Council decisions that have already been implemented. This regulatory deficiency is currently managed administratively, but warrants an appropriate amendment to assist clarify the rights of a Councillor to seek a revocation or change.

Minutes, contents of: Regulation 11

Regulation 11 contains a potential anomaly in that the content requirements relating to Minutes of a Council or Committee meeting do not make reference to the reports and information that formed the basis of the Agenda to that meeting. Despite it being a common practice that Agenda reports and information are included in most Minutes, this is not universally the case, and it is recommended that an amendment be considered as an aid to community understanding of the decision-making process of the Council.

Repayment of Advance Annual Payments: New Regulation

The Local Government Legislation Amendment Act 2016 introduced Section 5.102AB, which provides that Regulations may be made relating to the recovery of advance payments of annual allowances or annual fees made to a person who subsequently ceases to hold office during the period to which the payment relates:

5.102AB. Repayment of advance annual payments if recipient ceases to hold office

(2) *Regulations may be made —*

(a) requiring the repayment to a local government, to the extent determined in accordance with the regulations, of an advance payment of an annual allowance or annual fee in the circumstances to which this section applies; and

(b) providing for a local government to recover any amount repayable if it is not repaid.

Regulations enabling the recovery of advance annual payments have yet to be made and it is recommended this matter be prioritised.

Local Government (Rules of Conduct) Regulations 2007

Position Statement

WALGA supports:

1. Official Conduct legislation to govern the behaviour of Elected Members;
2. An efficient and effective independent Standards Panel process;
3. An ability for the Standards Panel to dismiss vexatious and frivolous complaints; and,
4. Confidentiality for all parties being a key component of the entire process.

NOTE: Point 3 achieved under the Local Government Legislation Amendment Act 2016

State Council Resolution

March 2016 – 10.1/2016

July 2012 – 55.3/2012

December 2008 – 454.6/2008

Part 6 – Financial Management

Imposition of Fees and Charges: Section 6.16

Position Statement

That a review be undertaken to remove fees and charges from legislation and Councils be empowered to set fees and charges for Local Government services

Background

Local Governments are able to impose fees and charges on users of specific, often incidental, services. Examples include dog registration fees, fees for building approvals and swimming pool entrance fees.

In some cases, Local Governments will recoup the entire cost of providing a service. In other cases, user charges may be set below cost recovery to encourage a particular activity with identified community benefit, such as sporting ground user fees or swimming pool entry fees.

Currently, fees and charges are determined according to three methods:

- By legislation
- With an upper limit set by legislation
- By the Local Government.

Fees determined by State Government legislation are of particular concern to Local Governments and represent significant revenue leakage because of:

- Lack of indexation
- Lack of regular review (fees may remain at the same nominal levels for decades)
- Lack of transparent methodology in setting the fees (fees do not appear to be set with regard to appropriate costs recovery levels).

Examples of fees and charges of this nature include dog registrations fees, town planning fees and building permits. Since Local Governments do not have direct control over the determination of fees set by legislation, this revenue leakage is recovered from rate revenue. This means all ratepayers end up subsidising the activities of some ratepayers.

When fees and charges are restricted by legislation, rather than being set at cost recovery levels, this sends inappropriate signals to users of Local Government services, particularly when the consumption of those services is discretionary. When legislative limits allow consumers to pay below 'true cost' levels for a discretionary service, this will lead to overprovision and a misallocation of resources.

Under the principle of 'general competence' there is no reason why Local Governments should not be empowered to make decisions regarding the setting of fees and charges for specific services.

Additionally, it is recommended that Section 6.16 be amended so that it only relates to statutory application fees and charges and not consumer items, facility entrance fees, ad hoc minor fees and charges etc. The exhaustive listing of relatively minor fee and charge items, together with the technical requirement to give public notice of any change after the adoption of the annual budget, is both inefficient and costly.

Power to Borrow: Section 6.20

Section 6.20(2) requires, where a power to borrow is proposed to be exercised and details of the proposal are not included in the annual budget, that the Local Government must give one month's public notice of the proposal (unless an exemption applies). There is no associated requirement to request or consider written submission prior to exercising the power to borrow, as is usually associated with giving public notice. Section 6.20(2) simply stops the exercise of power to borrow for one month, and it is recommended it be deleted.

Restrictions on Borrowings: Section 6.21

Position Statement	Section 6.21 of the <i>Local Government Act 1995</i> should be amended to allow Local Governments to use freehold land, in addition to its general fund, as security when borrowing.
Background	<p>Borrowing restrictions in the <i>Local Government Act 1995</i> act as a disincentive for investment in community infrastructure. Section 6.21(2) states that a Local Government can only use its 'general funds' as security for borrowings to upgrade community infrastructure, and is restricted from using its assets to secure its borrowings. This provision severely restricts the borrowing capacity of Local Governments and reduces the scale of borrowing that can be undertaken to the detriment of the community.</p> <p>This is particularly relevant since the Global Financial Crisis. Treasury now requires member Local Governments to show as contingent liabilities in their balance sheet their proportion of contingent liabilities of the Regional Local Government of which they are a member. Given that the cost of provision of an Alternative Waste Disposal System is anything up to \$100 million, the share of contingent liabilities for any Local Government is significant. Even under a 'Build-Own-Operate' financing method, the unpaid (future) payments to a contractor must be recognised in the balance sheet of the Regional Local Government as a contingent liability.</p> <p>This alone is likely to prevent some Local Governments from borrowing funds to finance its own work as the value of contingent liabilities are taken into account by Treasury for borrowing purposes.</p>
State Council Resolution	January 2012 – 8.1/2012

Rating Exemptions – Charitable Purposes: Section 6.26(2)(g)

Position Statement	<p>WALGA's policy position regarding charitable purposes is as follows:</p> <ol style="list-style-type: none">1. Amend the Local Government Act to clarify that Independent Living Units should only be exempt from rates where they qualify under the Commonwealth Aged Care Act 1997;2. Either<ol style="list-style-type: none">a) amend the charitable organisations section of the Local Government Act 1995 to eliminate exemptions for commercial (non-charitable) business activities of charitable organisations; or
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- b) establish a compensatory fund for Local Governments, similar to the pensioner discount provisions, if the State Government believes charitable organisations remain exempt from payment of Local Government rates.

Background

Exemptions under this section of the Act have extended beyond the original intention and now provide rating exemptions for non-charitable purposes, which increase the rate burden to other ratepayers. There may be an argument for exemptions to be granted by State or Federal legislation. Examples include exemptions granted by the Commonwealth *Aged Care Act 1997* and group housing for the physically and intellectually disabled which is supported under a government scheme such as a Commonwealth-State Housing Agreement or Commonwealth-State Disability Agreement.

State Council Resolution December 2015 – 118.7/2015
January 2012 – 5.1/2012

Basis of Rates: Section 6.28

1. That Section 6.28 be reviewed to examine the limitations of the current methods of valuation of land, Gross Rental Value or Unimproved Value, and explore other alternatives.

The method of valuation of land to be used as the basis of rating in Western Australia is either: Gross Rental Value for predominantly non-rural purpose; or unimproved value of land for rural purposes. These are the only two methods available under the Section 6.28 of the Local Government Act in Western Australia.

Eastern State Local Governments can elect to rate on one of the following options:

- Site Value - levy on the unimproved value of land only and disregards the value of buildings, personal property and other improvements;
- Capital Value - value of the land including improvements;
- Annual Value - rental value of a property (same as GRV).

Alternative land valuation methods came under the scope of the WALGA Systemic Sustainability Study, particularly Capital Improved Valuations which is in operation in Victoria and South Australia.

2. Advocate for amendment to Section 6.28 to enable Differential Rating based on the time land remains undeveloped.

Concern at the amount of vacant land remaining in an undeveloped state for an extensive period of time and holding up development opportunities.

North Metropolitan Zone advocates an amendment to the current legislative provisions in relation to differential rating to enable a differential rate to be applied on the basis of the length of time a property has remained in an undeveloped state.

Differential General Rates: Section 6.33

This section outlines the characteristics that Local Governments may take into account when imposing differential general rates. It is recommended the issue of time-based differential rating should be examined, to address some Local Governments view that vacant land should be developed in a timely manner.

Service of Rates Notice: Section 6.41

That Section 6.41 be amended to:

- (a) permit the rates notice to be issued to electronically; and
- (b) introduce flexibility to offer regular rate payments (i.e. fortnightly, monthly etc) without requirement to issue individual instalment notice.

Rates or Service Charges Recoverable in Court: Section 6.56

That Section 6.56 be amended to clarify that all debt recovery action costs incurred by a Local Government in pursuing recovery of unpaid rates and services charges be recoverable and not be limited by reference to the 'cost of proceedings'.

Rating Exemptions – Rate Equivalency Payments

Position Statement	Legislation should be amended so rate equivalency payments made by LandCorp and other Government Trading Entities are made to the relevant Local Governments instead of the State Government.
Background	<p>A particular example is the exemption granted to LandCorp by the <i>Land Authority Act 1992</i>. In 1998, the Act was amended to include provisions for LandCorp to pay the Treasurer an amount equal to that which would have otherwise been payable in Local Government rates, based on the principle of 'competitive neutrality'.</p> <p>This matter is of concern to Local Governments with significant LandCorp holdings in their district. The shortfall in rates is effectively paid by other ratepayers, which means ratepayers have to pay increased rates because LandCorp has a presence in the district.</p>
State Council Resolution	January 2012 – 6.1/2012

Rating Restrictions – State Agreement Acts

Position Statement	Resource projects covered by State Agreement Acts should be liable for Local Government rates.
Background	<p>In 2011, the State Government introduced a new policy on 'the application of Gross Rental Valuation to mining, petroleum and resource interests' (the GRV mining policy). The Policy was extended in 2015 and remains in place. The primary objectives of the policy were to clarify the circumstances where Local Governments could apply GRV rating to mining land and enable the use of GRV rating on new (i.e., initiated after June 2012) mining, petroleum and resource interests. This included the application of GRV rating to new State Agreement Acts.</p> <p>However, existing State Agreement Acts continue to restrict Local Government rating. Rating exemptions on State Agreement Acts mean that Local Governments are denied an efficient source of revenue. There are also equity issues associated with the existing exemptions since they only apply to a select group of mining companies whose projects are subject to older State Agreement Acts. Removing the rates exemption clauses from the pre-July 2012 State Agreement Acts would provide a fairer outcome for all other ratepayers, including the proponents of new resources projects.</p>
State Council Resolution	<p>September 2014 – 89.4/2014 March 2014 – 10.1/2014 October 2011 – 116.5/2011</p>

Local Government (Financial Management) Regulations 1996

Exemption from AASB 124: Regulation 4

Regulation 4 of the Financial Management Regulations provides a mechanism for an exemption from the Australian Accounting Standards (AAS). Regulation 16 is an example of the use of this mechanism, relieving Local Governments from the requirement to value land under roads.

A Zone has requested that an exemption be allowed from the implementation of AASB 124 'Related Party Transactions' due to the current provisions in the Act on declarations of interest at meetings and in Primary and Annual returns. This is regarded as providing appropriate material declaration and disclosure of interests associated with function of Local Government.

Part 7 – Audit

The Local Government Amendment (Auditing) Bill 2017, before Parliament at the time of writing, will substantially replace much of Part 7 to provide for the auditing of Local Governments by the Auditor General. New legislation will allow the Auditor General to contract out some or all of the financial audits but all audits will be done under the supervision of the Auditor General and Office of the Auditor General. State Government will pay the cost for the conduct of performance audits.

Part 8 – Scrutiny of the Affairs of Local Government

Stand Down Provision: New Proposal

Position Statement

WALGA supports, in principle, a proposal for an individual elected member to be 'stood down' from their role when they are under investigation; have been charged; or when their continued presence prevents Council from properly discharging its functions or affects the Council's reputation, subject to further policy development work being undertaken.

Further policy development of the Stand Down Provisions must involve specific consideration of the following issues of concern to the Sector:

1. That ... the established principles of natural justice and procedural fairness are embodied in all aspects of the proposed Stand Down Provisions; and
2. That activities associated with the term 'disruptive behaviour', presented as reason to stand down a defined Elected Member on the basis their continued presence may make a Council unworkable, are thoroughly examined and clearly identified to ensure there is awareness, consistency and opportunity for avoidance.

Background

In 2008 a Discussion Paper was circulated seeking feedback regarding legislative amendments to suspend an individual Elected Member, as follows:

- An elected member to have the ability to stand down where they are being investigated or have been charged;
- An elected member to be forcibly stood down where they are being investigated or have been charged and whose continued presence prevents Council from properly discharging its functions and affects its reputation and integrity or where it is in the public interest;
- The Standards Panel to make the stand down decision;

- Such matters to be referred to the Standards Panel only by a Council (absolute majority), a statutory agency or the Department;
- Three to six months stand down periods with six month extensions;
- The elected member to remain entitled to meeting fees and allowances; and
- Inclusion of an offence for providing false information leading to a stand down.

State Council Resolution August 2008 – 400.4/2008

Part 9 – Miscellaneous Provisions

Onus of Proof in Vehicle Offences may be Shifted: Section 9.13(6)

Amend Section 9.13 by introducing the definition of 'responsible person' and enable Local Governments to administer and apply effective provisions associated with vehicle related offences

Background:

This proposal from the North Metropolitan Zone emerged due to an increase in cases when progressing the prosecution of vehicle related offences in court (at the request of the vehicle owner) resulted in dismissal of charges by the Magistrate when the owner of the vehicle states that he does not recall who was driving his vehicle at the time of the offence.

The *Litter Act 1979* was amended in 2012 to introduce the definition of 'responsible person' (as defined in *Road Traffic Act 1974*) so that a 'responsible person' is taken to have committed an offence where it cannot be established who the driver of the vehicle was at the time of the alleged offence. This also removes the ability for the responsible person to be absolved of any responsibility for the offence if they fail to identify the driver. It is suggested that a similar amendment be made to Section 9.13 of the Act in order to ensure that there is consistent enforcement in regards to vehicle related offences.

Schedule 2.1 – Creating, Changing Boundaries and Abolishing Districts

Poll Provisions: New Proposal

Position Statement

Schedule 2.1 of the *Local Government Act 1995* should be amended so that the electors of a Local Government affected by any boundary change or amalgamation proposal are entitled to petition the Minister for a binding poll.

State Council Resolution

December 2014 – 108.5/2014

Number of Electors: Clause 2.1(1)(d)

That Schedule 2.1 Clause 2(1)(d) be amended so that the prescribed number of electors required to put forward a proposal for change increase from 250 (or 5% of electors) to 500 (or 5% of electors) whichever is fewer.

Schedule 2.2 – Provisions about Names, Wards and Representation

Who may make Submission: Clause 3(1)

That Schedule 2.2 Clause 3(1) be amended so that the prescribed number of electors required to put forward a submission increase from 250 (or 5% of electors) to 500 (or 5% of electors) whichever is fewer.

Schedule 4.1 – How to Count Votes and Ascertain Result of Election

Method of Voting

Position Statement	Elections should be conducted utilising the first-past-the-post (FPTP) method of voting.
Background	The FPTP method is simple, allows an expression of the electorate's wishes and does not encourage tickets and alliances to be formed to allocate preferences.
State Council Resolution	427.5/2008 – October 2008

This State Council resolution influenced amendment to Schedule 4.1 in 2009 that returned Local Government elections to a first past the post system from the preferential proportional Representation. The resolution is reiterated here as an indication of the sector's ongoing preference for this vote counting system.

Submission of Feedback

How to get involved

WALGA will conduct a comprehensive consultation process to provide Member Local Governments with as much opportunity as possible to contribute. This process will also assist WALGA determine its advocacy position on whether proposed changes should be dealt with in Phase 1 or Phase 2 (see Executive Summary).

During August and September 2017, WALGA will hold Zone and Regional Group forums on the Local Government Act Review. Local Governments can choose to contribute in conjunction with a Zone/Regional Group meeting, separately by lodging a Council endorsed submission, or both.

The final collated feedback will be prepared as a State Council Agenda Item for Zone consideration during the November/December 2017 round of Zone meetings. State Council will ultimately determine its position at its meeting of 6 December 2017.

Council endorsed submission on the issues raised in this Discussion Paper, as well as any other relevant matters, can be forwarded by Friday 20th October 2017 to:

James McGovern, Manager Governance - jmcgovern@walga.asn.au
or 9213 2093

Should you have any questions or queries about any aspect of the Discussion Paper or review process, please contact James McGovern at the above contacts, or Tony Brown on 9213 2051 or tbrown@walga.asn.au

GOVERNMENT ACT 1995

CITY OF COCKBURN

PARKING AND PARKING FACILITIES AMENDMENT NO 2 LOCAL LAW 2017

Under the powers conferred by the *Local Government Act 1995* and under all other powers enabling it, the Council of the City of Cockburn resolved on to adopt the following local law.

1. Citation

This local law may be cited as the *City of Cockburn Parking and Parking Facilities Amendment No 2 Local Law 2017*.

2. Commencement

This local law will commence 14 days after the date of the publication in the *Government Gazette*.

3. Principal Local Laws

This local law amends *City of Cockburn Parking and Parking Facilities Local Law 2007* published in the *Government Gazette* on 11 January 2008 and as amended on 18 May 2012, 16 May 2014, 26 September 2014, 21 July 2015, and 23 May 2017.

4. Schedule 1 amended

In Schedule 1 after clause (3) insert:

(4) Parking Station No 4, Bibra Lake Reserve Child Playground - Portion of Lot 65L, Progress Drive, Bibra Lake, being the parking areas primarily on the road reserve to the east of Progress Drive and between Hope Road and Gwilliam Drive Bibra Lake.

(5) Parking Station No 5, City of Cockburn Administration Centre Car Park - Portion of lot 120, Coleville Crescent, Spearwood, being the roads and parking areas in the area bounded by Coleville Crescent to the north and east, Rockingham to the west and the private properties to the South of lot 120 but excluding the parking area leased to the Cockburn Bowling Club.

(6) Parking Station No 6, Success Recreation and Community Facility Reserve
- Portion of reserve 7756, 359 Hammond Road, Success, the parking areas in
the area bounded by Hammond Road to the West lots to the north power lines
to the east and Blackford Turn, Columbus Loop and the Success Primary
School to the South.

Dated:

The Common Seal of the City of Cockburn was affixed by authority of a resolution of the
Council in the presence of -

LOGAN HOWLETT, Mayor.

STEPHEN CAIN, Chief Executive Officer.

LOCAL GOVERNMENT ACT 1995
City of Cockburn
(LOCAL GOVERNMENT ACT) AMENDMENT LOCAL LAW 2017

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the City of Cockburn resolved on to adopt the following local law.

1. Citation

This local law may be cited as the *City of Cockburn (Local Government Act) Amendment Local Law 2017*.

2. Commencement

This local law comes into operation 14 days after the day of its publication in the *Government Gazette*.

3. Principal local law Amended

The *City of Cockburn (Local Government Act) Local Laws 2000* as published in the *Government Gazette* on 9 October 2000 and as published and amended in the *Government Gazette* on 13 November 2001, 15 November 2002, 26 September 2003, 25 November 2003, 27 July 2004, 17 May 2005, 11 January 2008, 10 December 2010, 16 December 2011, 22 June 2012, 2 August 2013, and 20 December 2013 is referred to as the principal local law.

4. Part III amended

After clause 3.2 (3) insert the following:

- (4) The local government or an authorised officer may set aside specific areas where fishing is prohibited and specified areas for a particular period or until further notice, by causing notices to that effect to be placed in the vicinity of the specified area.

5. Part VI amended

After clause 6.33 insert the following:

Division 6 — Outdoor eating facilities on public places

6.34 Interpretation

In this Division —

Facility means an outdoor dining or eating area or establishment on any part of a public place, but does not include such a facility or establishment on private land;

permit holder means the person to whom a permit has been issued for the purpose of clause 6.35 (1); and

public place has the same meaning as in clause 1.6.

6.35 Permit required to conduct a Facility

- (1) The local government may issue a permit under this Division for the purposes of establishing or conducting a Facility.
- (2) A person shall not establish or conduct a Facility without holding a current permit.

6.36 Application to obtain permit to conduct a Facility

- (1) An application to obtain a permit to conduct a Facility is required to be submitted to the local government.
- (2) The application shall be submitted together with relevant information and fees determined by the local government, including but not limited to:
 - (a) processing fee and any associated costs;
 - (b) plans, specifications and other relevant details of the Facility; and
 - (c) evidence of public liability insurance of not less than \$10,000,000 for the Facility.

6.37 Public liability insurance required to conduct a Facility

The public liability insurance is to be valid for the entire period of operation of the Facility.

6.38 Renewal of permit to conduct a Facility

"Upon expiry of a permit, the local government will renew the permit subject to:

- (a) payment of a permit renewal fee, as determined by the local government;
- (b) all conditions of the permit having been complied with; and
- (c) evidence of current public liability insurance having been provided to the satisfaction of the local government"

6.39 Matters to be considered in determining application

- (1) In determining an application for a permit for the purpose of clause 6.36, the local government or an authorised person may consider in addition to any other matter it considers relevant, whether or not;
 - (a) The Facility is conducted in conjunction with and as an extension of food premises which abut on the Facility, and whether the applicant is the person conducting such food premises;
 - (b) Any abutting food businesses are registered in accordance with the *Food Act 2008* and whether the use of the premises is permitted under the town planning scheme;
 - (c) Users of the Facility will have access to proper and sufficient sanitary and ablutionary conveniences;
 - (d) The Facility would —

- (i) obstruct the visibility or clear sight lines at an intersection of thoroughfares of any person;
- (ii) impede pedestrian access; and
- (iii) cause any public hazard or safety risk: and
- (e) The tables, chairs and other equipment to be used may obstruct or impede the use of the public place for the purpose for which it was designed.

6.40 Obligations of permit holder

- (1) The permit holder for a Facility shall;
 - (a) maintain the chairs, tables and other structures in the eating area in a serviceable condition at all times;
 - (b) be solely responsible for all and any costs associated with the removal, alteration, repair, reinstatement or reconstruction of any part of the public place arising from the conduct of the Facility;
 - (c) be solely responsible for all rates and taxes levied upon the land occupied by the Facility; and
 - (d) comply with all conditions of the permit.
- (2) Whenever, in the opinion of an authorised person, any work is required to be carried out to a Facility, an authorised person may give a notice to the permit holder for the Facility to carry out that work within the time limited by the notice.
- (3) In subclause (2), "work" includes the removal, alteration, repair, reinstatement or reconstruction of any part of a public place arising from or in connection with the setting up or conduct of a Facility.

6.41 Removal of Facility unlawfully conducted

Where a Facility is conducted without a permit or in contravention of a condition of a permit or failure to pay the relevant fees, any tables, chairs, umbrellas or other equipment may be removed by an authorised person and impounded in accordance with the Act.

6.42 Temporary removal of Facility

- (1) The permit holder for a Facility is to temporarily remove the Facility when requested to do so on reasonable grounds by an authorised person or a member of the Police Service or an emergency service.
- (2) The permit holder may replace the Facility removed under subclause (1) as soon as the person who directed the removal allows it to be replaced.

Dated:

The Common Seal of the City of Cockburn was affixed under the authority of a resolution of Council in the presence of –

.....
LOGAN K. HOWLETT, Mayor

.....
STEPHEN CAIN, Chief Executive Officer

Guidelines for Outdoor Eating Facilities

The following are staff guidelines for outdoor eating facilities to be used in a flexible manner and on a case by case basis.

1. Layout and Setbacks

- 1.1 Outdoor eating facility areas are to be located directly adjacent the food business to which they are provided for.
- 1.2 A maximum of one chair per square metre may be located in an outdoor eating facility area subject to any restrictions imposed by other laws including but not limited to the Building Code of Australia.
- 1.3 The outdoor eating facilities area shall be located on the footpath against the shop front wall of the food business, unless otherwise approved under special circumstances.
- 1.4 A 1.5m (Figure 1) and 2.0m (Figure 2) wide minimum footpath is to be provided for path users and maintained clear of all obstructions including light poles, street furniture chairs, tables, pot plants and balustrading at all times. The City may impose a wider clearance up to 3m in areas of high pedestrian traffic.
- 1.5 Where the outdoor eating facilities area is proposed and approved in an area of a footpath adjacent to a road carriageway or kerbside parking the alfresco dining area must be located adjacent to the kerb with a minimum kerb clearance of 0.6m as indicated in Figure 2. In areas where kerbs are flush with the road, the minimum kerb clearance must be 1 metre. In areas with high vehicular speeds or road carriageways with potential hazards, the use of outdoor eating facilities may be prohibited at the discretion of the City.
- 1.6 The City will not approve any outdoor eating facilities areas within 1.5m of a, bus stop, bicycle rack, public seat or other street furniture. The City may move street infrastructure at full cost to the applicant to satisfy this requirement.
- 1.7 Ensure adequate accessibility on footpaths and that outdoor eating facilities do not encroach into designated emergency lanes or service vehicles access ways and visual sightlines including:
 - (a) No outdoor eating facility area shall obstruct the entrance to any mall, cause demonstrated inconvenience to adjacent retail or commercial activities, or residential properties, or obstruct the views or access to adjacent properties.
 - (b) The establishment of the outdoor eating facility areas should not normally require extension of the existing footpath, unless this can be

Guidelines for Outdoor Eating Facilities

done without unduly affecting the prevailing form of the street or prejudicing its proper use as a traffic route and, without involving the loss of kerbside parking or loading zones. Such widening will be at the full cost of the applicant and should use materials to the satisfaction of the City.

- 1.8 If considered required by the City, reimburse the City of Cockburn for all costs associated with preparing the public place for outdoor eating facilities including but not limited to reshaping footpaths and marking the boundaries of the outdoor eating facility area.
- 1.9 Outdoor eating facility is generally not permitted on footpaths with widths less than 2.5 metres. For footpaths with widths between 2.5 metres to 4.5 metres, alfresco dining area next to the building line directly in front of the business may be considered. For footpaths with widths over 4.5 metres, outdoor eating facilities area next to the building line or kerb line may be considered (notwithstanding the minimum clearance requirements from the kerb line) as per Table 1 below.

Table 1

Footpath widths	Alfresco area permit
Less than 2.5 metres	Outdoor eating facility generally not permitted
Between 2.5 to 4.5 metres	Outdoor eating facility (next to building line) may be considered
Over 4.5 metres	Outdoor eating facility (next to the building line OR kerb line) may be considered

Guidelines for Outdoor Eating Facilities

Figure 1

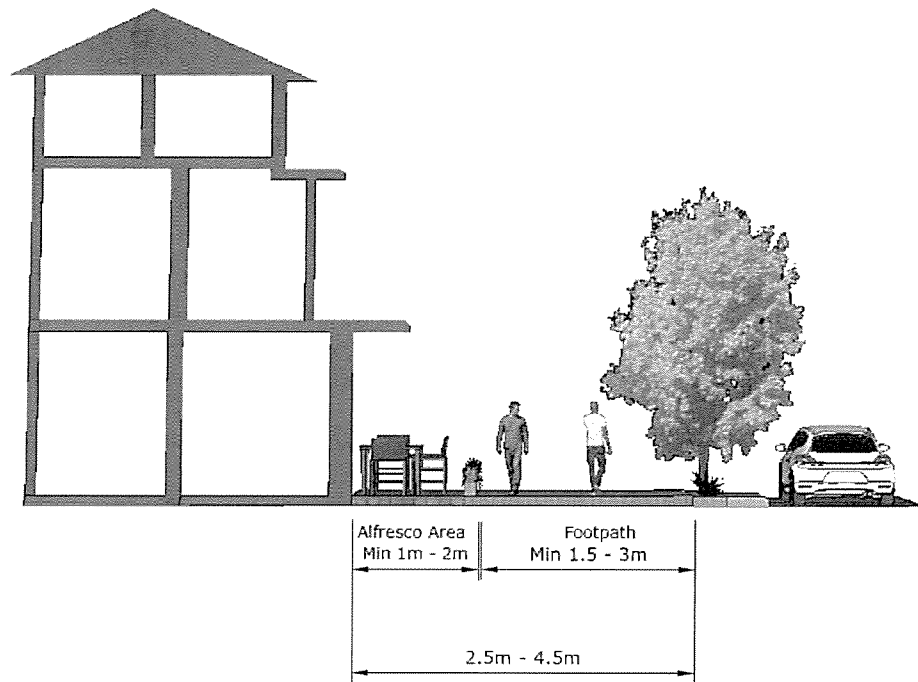
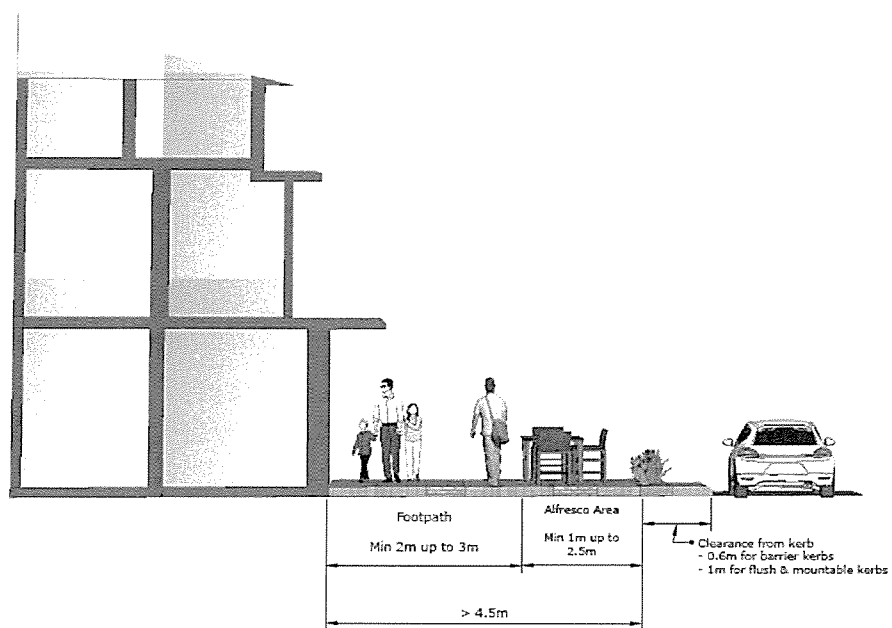


Figure 2



Guidelines for Outdoor Eating Facilities

2. Furniture

- 2.1 All chairs, tables and fittings shall be of a readily portable nature and shall be removed upon the completion of trading. All fittings and furniture such as umbrellas shall be appropriately secured so as to be stable and secure in all conditions.
- 2.2 The furniture should be strong, durable, waterproof, rustproof and weather resistant and should fold or stack for storage for removal from the alfresco dining area each day.

3. Shelters, screens and facilities

- 3.1 To provide shade and shelter high quality awnings or market umbrellas are encouraged. The lowest part of the canopy of the umbrella must be higher than 2.3m from the pavement.
- 3.2 Removable screens up to 1m in height may be used to define the boundary of an alfresco dining area, but should not create a barrier or solid wall effect and drop down screens including glass or perplex panels or clear plastic rolled down from umbrellas and awnings are not permitted.
- 3.3 Use of heaters, fans, coolers and the like shall be safe, secure and comply with all relevant standards and the use of open flame devices is prohibited and the City may restrict the use of such facilities.

4. Information to Accompany Applications, Administration and Operation

- 4.1 All applications for alfresco dining areas are to be accompanied by a Schedule 5 Form and an appropriate application fee being charged.
- 4.2 Applications for alfresco dining areas are to include one copy of scaled plans indicating the number and location of proposed tables, chairs and other furniture and their relationship to the building and road in which the eating house is located similar to the example illustrated in Figures 1 & 2 above
- 4.3 Diagrams indicating the style and dimensions of all furniture proposed to occupy the alfresco dining area are required.
- 4.4 Applicants are required to stipulate the hours of operation for the proposed alfresco dining area. These may be approved or amended in consultation with the applicant depending upon the location and nature of the alfresco dining.
- 4.5 Applicants should indicate whether alcohol is intended to be served and consumed within the alfresco dining area.

Guidelines for Outdoor Eating Facilities

5. Conditions of Approval – (Planning, Health & Engineering)

If the City is prepared to support an alfresco dining proposal the following conditions may be applied (including a new proposal incorporating the sale of alcohol, or modification of an existing licence to incorporate alcohol):

- 5.1 The City of Cockburn shall be indemnified against any damage which may arise, with the indemnity being Public Liability Insurance cover of over \$10,000,000 minimum.
- 5.2 The City shall be advised directly by the Insurance Company of the Policy and any changes to that Policy, a copy of which is to be kept at the City.
- 5.3 The licensee is to maintain the footpath to a high standard of cleanliness and hygiene to the satisfaction of the City of Cockburn. This will include removing grease and stains and washing of the pavement. Under no circumstances are waste materials to be swept or placed in the street or footpath outside the approved alfresco dining area.

6. Renewal of Permit

The permit to conduct an outdoor eating facility is valid for a period of three years, and there is no renewal fee charged by the City of Cockburn, all conditions of the permit must be complied with to renew the permit.

14.1 (MINUTE NO 6113) (OCM 13/07/2017) - OUTDOOR DINING AREAS ON PUBLIC PLACES & PROHIBITION OF FISHING IN CONSERVATION AREAS - PROPOSED AMENDMENT TO THE CITY OF COCKBURN (LOCAL GOVERNMENT ACT) LOCAL LAW 2000 (025/001) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to Section 3.12 of the Local Government Act 1995, adopts the proposed City of Cockburn (Local Government Act) Amendment Local Law 2017, as shown in the attachment to the Agenda;
- (2) give state wide public notice stating that:
 1. The City of Cockburn proposes to amend the City of Cockburn (Local Government Act) Local Law, 2000 and that a copy of the proposed local law may be inspected or obtained at any place specified in the notice.
 2. Submissions about the proposed local law may be made to the City before the day specified in the notice, being not less than 6 weeks after the notice is given.
- (3) requires the inclusion of the procedures and guidelines for the amendment of the local law to be presented to Council for consideration of the final adoption; and
- (4) provide a copy of the proposed local law and notice to the Minister of Local Government.

COUNCIL DECISION

MOVED Cllr L Smith SECONDED Cllr K Allen that

- (1) pursuant to Section 3.12 of the Local Government Act 1995, adopts the proposed City of Cockburn (Local Government Act) Amendment Local Law 2017, as shown in the attachment to the agenda, subject to amending Clause 6.38 to read as follows:
6.38 Renewal of Permit to Conduct a Facility
 - (1) There will be no fee or charge associated with the renewal process.
 - (2) A person shall not continue to conduct a Facility without renewing the permit and shall ensure that the permit is renewed upon the 3rd year expiry date by:



- (a) ensuring the permit approval conditions are complied with; and
- (b) submitting evidence of current public liability insurance.

(2) as recommended

(3) as recommended

(4) as recommended.

CARRIED 5/4

Reason for Decision

To only charge a one off application fee and to only renew the license levy every three years. The report shows the fees and charges for the Cities of Perth, Fremantle, Gosnells and Vincent. The Cities of Perth, Fremantle and Gosnells charge an initial application and processing fee and an annual renewal fee. The City of Vincent does not charge any fees at all and renews the licence every three years.

Background

The proposed modifications to the existing local law are the subject of this report, to provide guidance on dealing with outdoor dining areas in public places, and to prohibit fishing in natural and constructed wetlands.

Outdoor dining in the City of Cockburn is desirable in order to allow restaurants, cafes and bars to cater for customers in public space outdoor areas adjacent to their food businesses. Typically public spaces such as footpaths and thoroughfares, that are under the care and management of the local government are available to adjoin businesses if applications are submitted and approved under relevant local laws and policies.

Currently there are no local law provisions that prevent people from fishing in conservation areas or constructed wetlands and thus the City's Rangers are powerless to prevent fishing from occurring in these areas. There is also the need for the establishment of a no fishing zone along the Coogee Maritime Trail and within and adjacent to the Eco Shark Barrier. The Coogee Maritime Trail artificial reef structures were installed to establish much needed habitat for local fish species as well as providing a recreation and educational resource for the community.



Submission

N/A

Report

Purpose

To amend the City of Cockburn (Local Government Act) Local Law, 2000 to include clauses relating to management of outdoor dining areas on public places and provide the City the ability to prohibit fishing in specified areas.

Effect

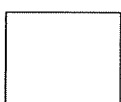
Establish a permit application process for conducting outdoor dining areas on any part of a public place, and provides a provision to prohibit fishing in the City's conservation areas or constructed wetlands.

Outdoor eating facilities on public places

Presently, there are three food premises with outdoor dining areas that exist in public and private spaces in the City and it is expected that there will be a growth in the demand for similar facilities as seen in other areas of the Perth Metropolitan area, regional cities and towns.

The City's consolidated local law currently has general provisions to approve and manage activities in public spaces. Specific local law provisions are needed to effectively manage a growth in outdoor dining areas. The general issues that require management include, but are not limited to:

- 1 Head of authority to legally require outdoor dining applications, grant approvals, set management conditions and create the ability to carry out compliance actions where necessary.
2. Set minimum standards through physical management of footpaths and thoroughfares through adequate traffic and pedestrian safety walkway widths and setbacks from street furniture, kerbs and corner truncation sight lines at road intersections.
3. Address public liability through licence conditions and business owner insurance requirements.
4. Maintain general streetscape appearance and quality of outdoor dining areas.



It is expected that the licencing of outdoor dining areas would be integrated into the Health Services food business annual registration system and be of minimal cost implication.

The recommended cost per outdoor dining area is based on the initial proposal application fee and any annual renewal fee. Individual officer administration and inspection time of approximately one hour for the initial application processing of \$90 and annual renewal of \$45 would apply. Where incidents of non-compliance occur, additional administration time may be incurred. Such as follow up to remind licensees to provide copies of valid insurance.

The recommended fees for the City of Cockburn are:

- Application fee of \$90 plus \$20 per chair; and
- Annual licence renewal fee of \$45 plus \$20 per chair.

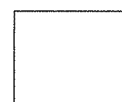
Additional fees and charges may occur where an application proposal or existing approval requires works or modifications to the footpath requested by the applicant or permit holder.

By way of comparison in other Local Governments, the fees charged are:

- City of Fremantle charges an annual registration fee of between \$34 to \$104 per square metre of outdoor dining depending on three zones.
- City of Perth charges an initial application processing fee of \$70 and annual renewal fee of \$80-150 per square metre of outdoor dining floor space.
- City of Gosnells charges an initial application processing fee of \$124 and annual renewal fee of \$67 plus \$16 per outdoor dining chair.
- City of Vincent does not charge fees and renews the licence every three years.

At present three food businesses conduct an outdoor eating activity and a further ten food businesses are expected to apply for activities in the next 12 months.

The management of public spaces and thoroughfares is the responsibility of the Local Government and specific Outdoor Eating Local Law provisions are necessary to:



1. Require applications for approval from the business;
2. Require a minimum standard of outdoor dining facility;
3. Set licence conditions, any application and annual fees; and
4. Carry out compliance actions where necessary.

Public liability is a critical part of outdoor dining management by the local government in ensuring that the approved business conducting the activity has a valid certificate of currency to ensure adequate insurance cover for any liabilities that may arise from public incident claims on the footpath or thoroughfare.

The City's officers have prepared the attached proposed amendment to the City of Cockburn (Local Government Act) Local Law, 2000, and recommend Council approve the advertisement of the proposed Local Law, and consider the proposed guidelines.

Fishing Prohibition in Conservation Areas

A number of our conservation areas contain both natural and artificial waterbodies. Some of these waterbodies contain fish, some introduced and some native. Lake Coogee for example contains silver bream. These fish are an important resource for native wildlife. In recent times it has been noted that people have been fishing using line and nets in Lake Coogee and other natural and constructed wetlands. This can adversely impact on the environment for a number of reasons as well as the amenity of other residents.

Some of these adverse impacts are listed below:

- Trampling of vegetation by people and vehicles
- Littering
- Animals being ensnared in left behind fishing line and hooks
- Adverse impacts on other native animals caused by destruction of habitat.
- Introduction of nutrients into the water bodies by use of bait and burley.
- Anti-social behaviour (noise, drinking).

Currently there is no local law provision that prevents people from fishing in conservation areas or constructed wetlands and thus rangers are powerless to prevent fishing from occurring.

There is also the need for the establishment of a no fishing zone along the Coogee Maritime Trail and within and adjacent to the Eco Shark



Barrier. The Coogee Maritime Trail artificial reef structures were installed to establish much needed habitat for local fish species as well as providing a recreation and educational resource for the community.

Fishing adjacent or within the areas of the trail and the Eco Shark Barrier has similar impacts to those listed above, however there is also risk of injury to those using these resources. There is potential for people to become ensnared in fishing line, jabbed by hooks or be hit by sinkers while scuba diving and snorkelling and being accidentally injured by spear guns or similar devices. There are also some concerns that the use of burley to attract fish at these sites will also attract larger species such as sharks.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets.

Community, Lifestyle & Security

- Provide safe places and activities for residents and visitors to relax and socialise.

Economic, Social & Environmental Responsibility

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.

Budget/Financial Implications

The following proposed fees and charges will be introduced:

- Application fee of \$90 plus \$20 per chair; and
- Annual licence renewal fee of \$45 plus \$20 per chair.

Annual monitoring and compliance activities would be performed within the current food business inspection activities and comprise a minor part of the inspections carried out by Environmental Health Officers.

Legal Implications

Section 3.12 of the Local Government Act.

Community Consultation

Once Council resolves to proceed with this matter, an advertisement will be placed in the 'West Australian' newspaper giving notice of Council's intention to make the proposed amendment local law.



Interested parties will be able to inspect a copy of the proposed amendment or obtain a copy from Council or from one of the City's Libraries, as mentioned in the advertisement and may make a representation to Council in response to the proposed amendments to the current local laws. The submission period for representations is 42 days from date of the advertisement.

Risk Management Implications

Failure to adopt the recommendations exposes the City to Environmental and Health and Safety risks, as the City does not currently have a legislated method to enforce and deal with outdoor eating areas in public places and fishing in conservation areas and wet lands. Furthermore, if the Local Law is not amended, there would be some inconsistencies in relation to existing practices. This practice needs to be formalised for consistency. Where the City does not adopt specific Local Laws to manage these matters, the City may be held liable in the event of personal injury claims on the footpath, thoroughfare of any other public realm.

Attachment(s)

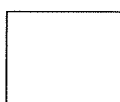
1. Proposed City of Cockburn (Local Government Act) Amendment Local Law 2017.
2. Guidelines for Outdoor Dining Areas
3. Three maps showing proposed prohibited fishing areas

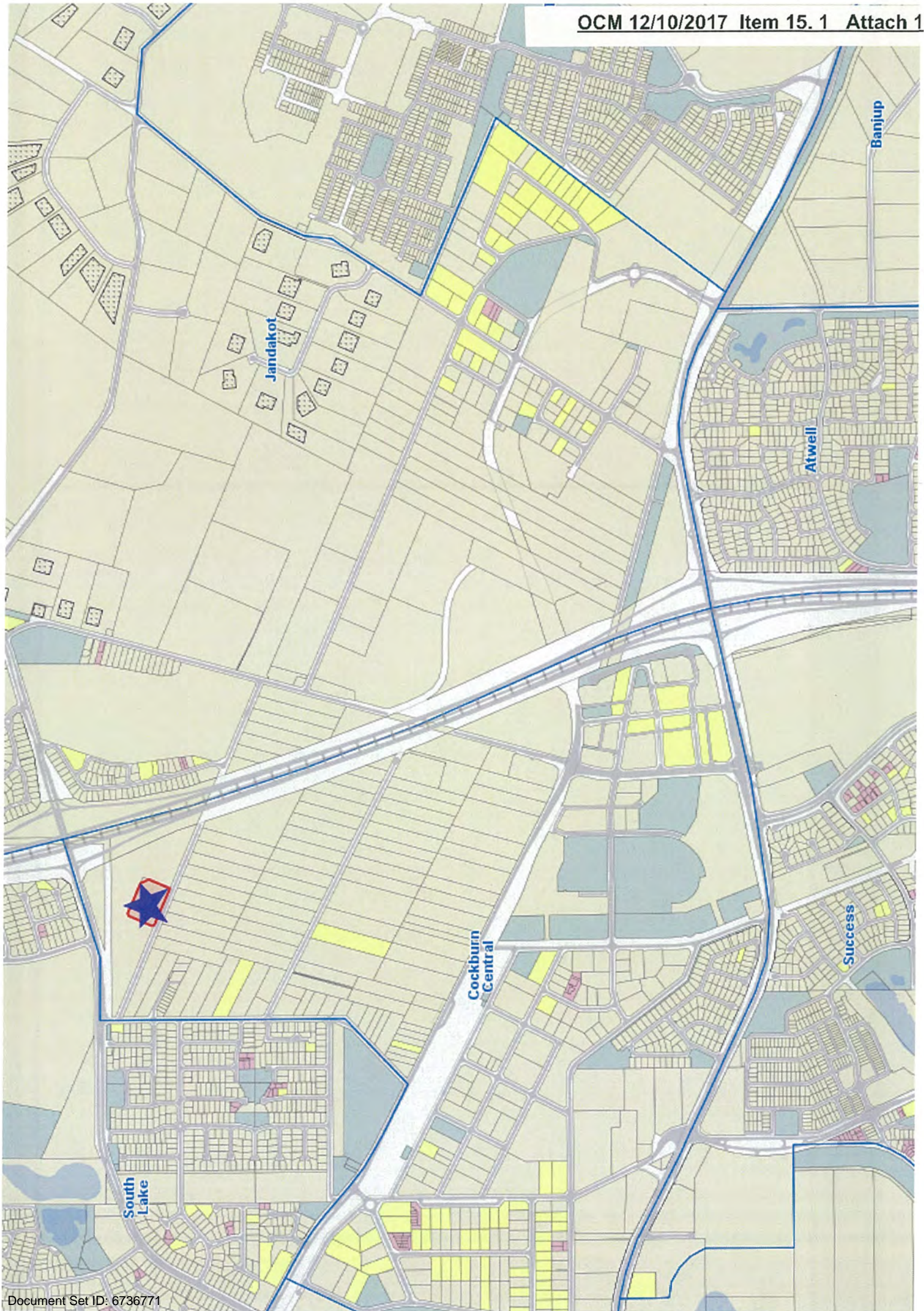
Advice to Proponent(s)/Submissioners

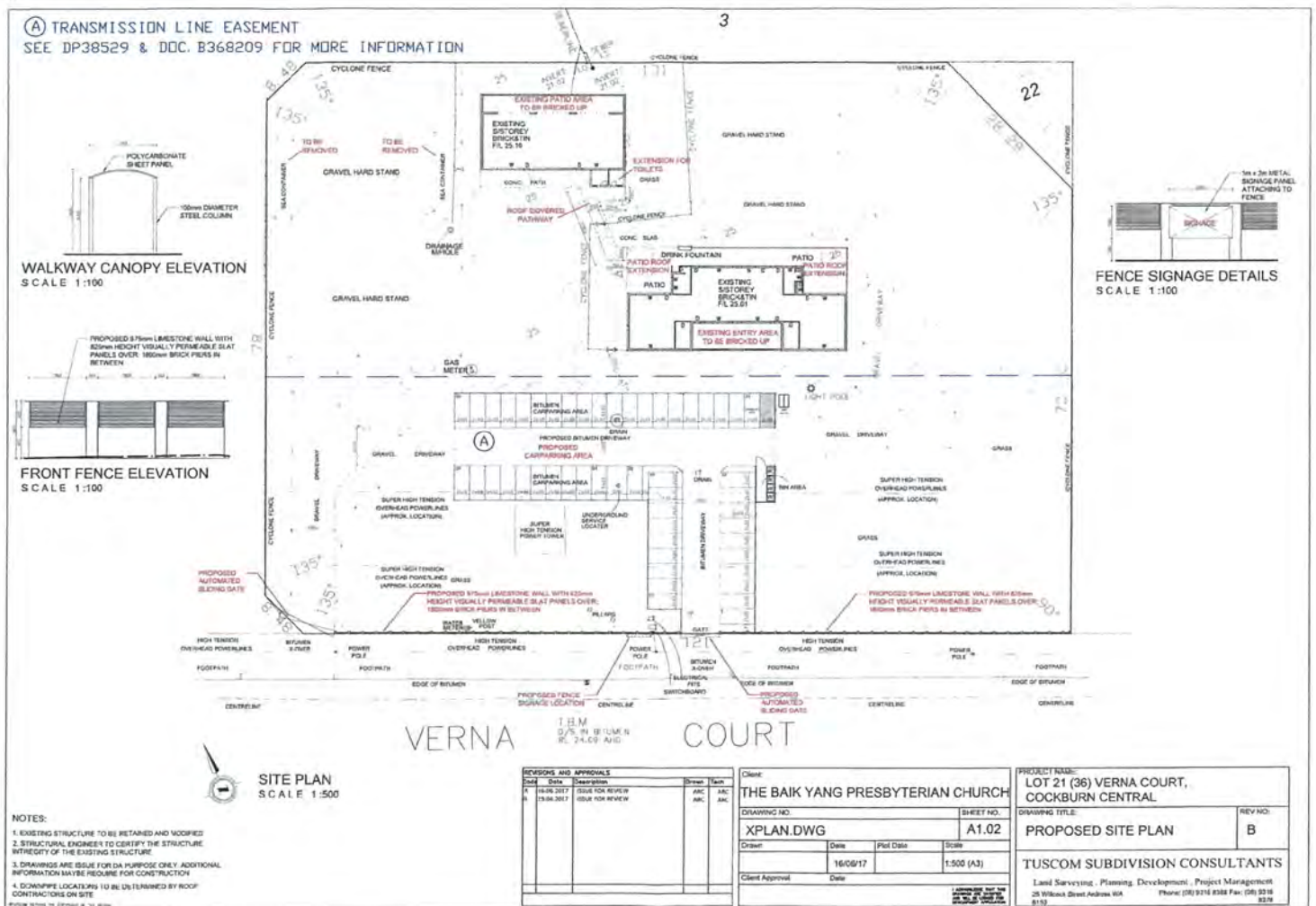
N/A

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

Nil.







(A) TRANSMISSION LINE EASEMENT
SEE DP38529 & DOC. B368209 FOR MORE INFORMATION

3

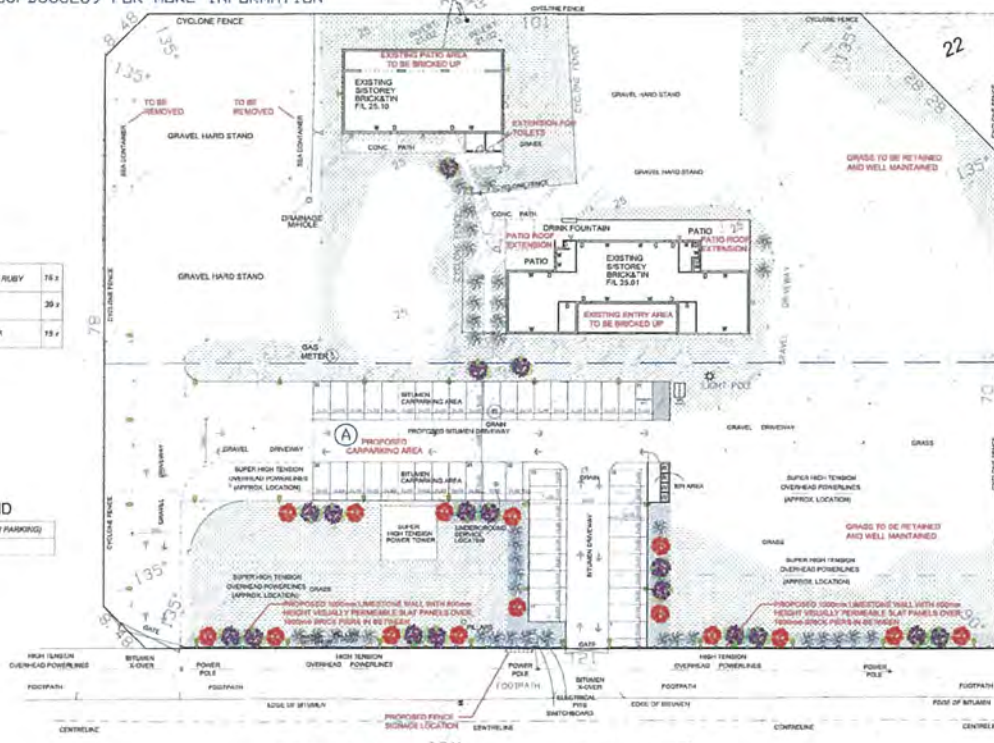
PLANT LEGEND

AM		ALTHOFFIA LITTLE RUBY	15 L
OV		DIANELLA VARIGATED	30 L
LA		LAVANDULA ANGUSTIFOLIA	15 L

	MULCH AREA
	LAWN

ELECTRICAL LEGEND

	PERIMETER SOLAR LIGHTING (CAR PARKING)
	SMALL LIGHT



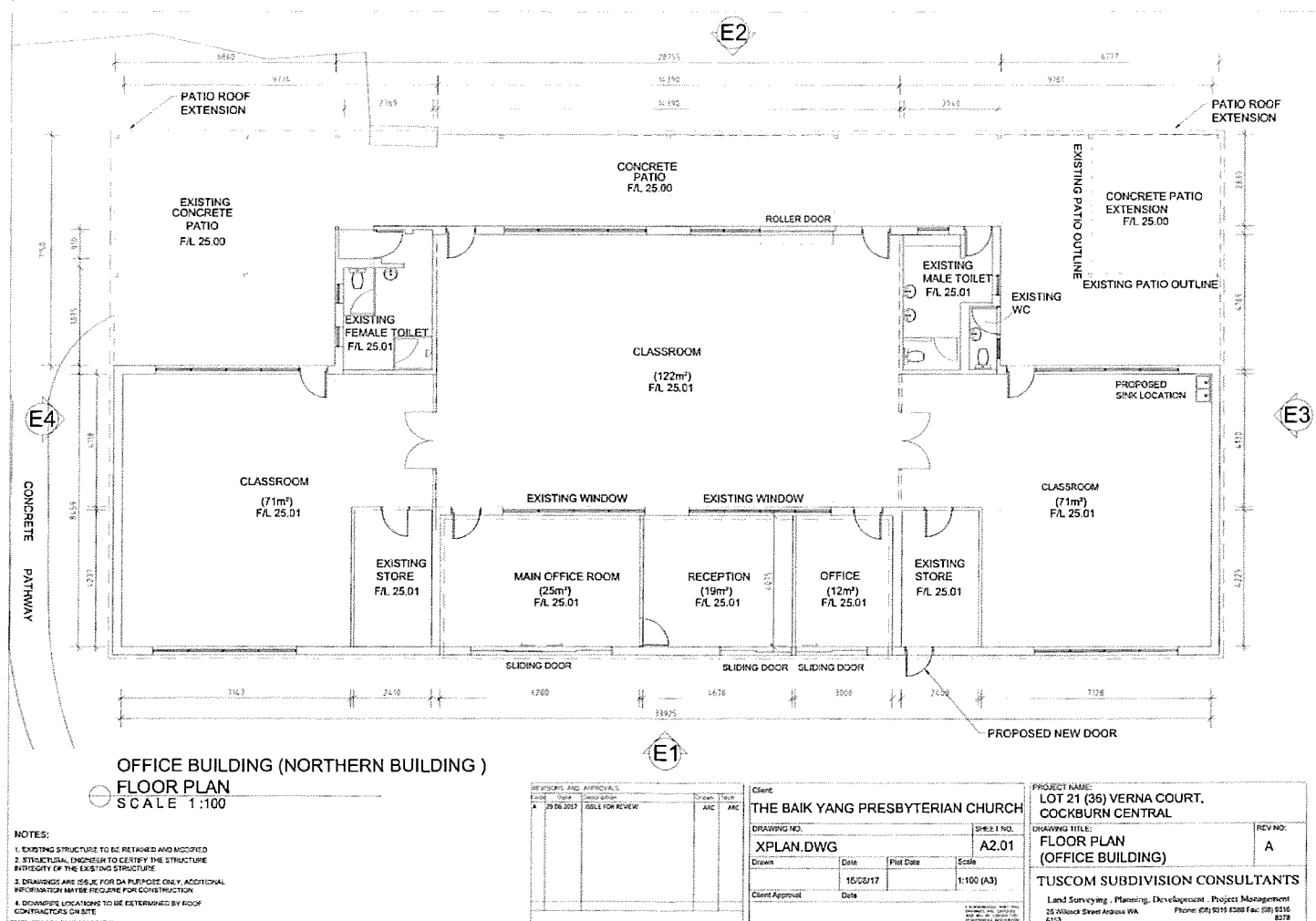
LANDSCAPE PLAN
SCALE 1:500

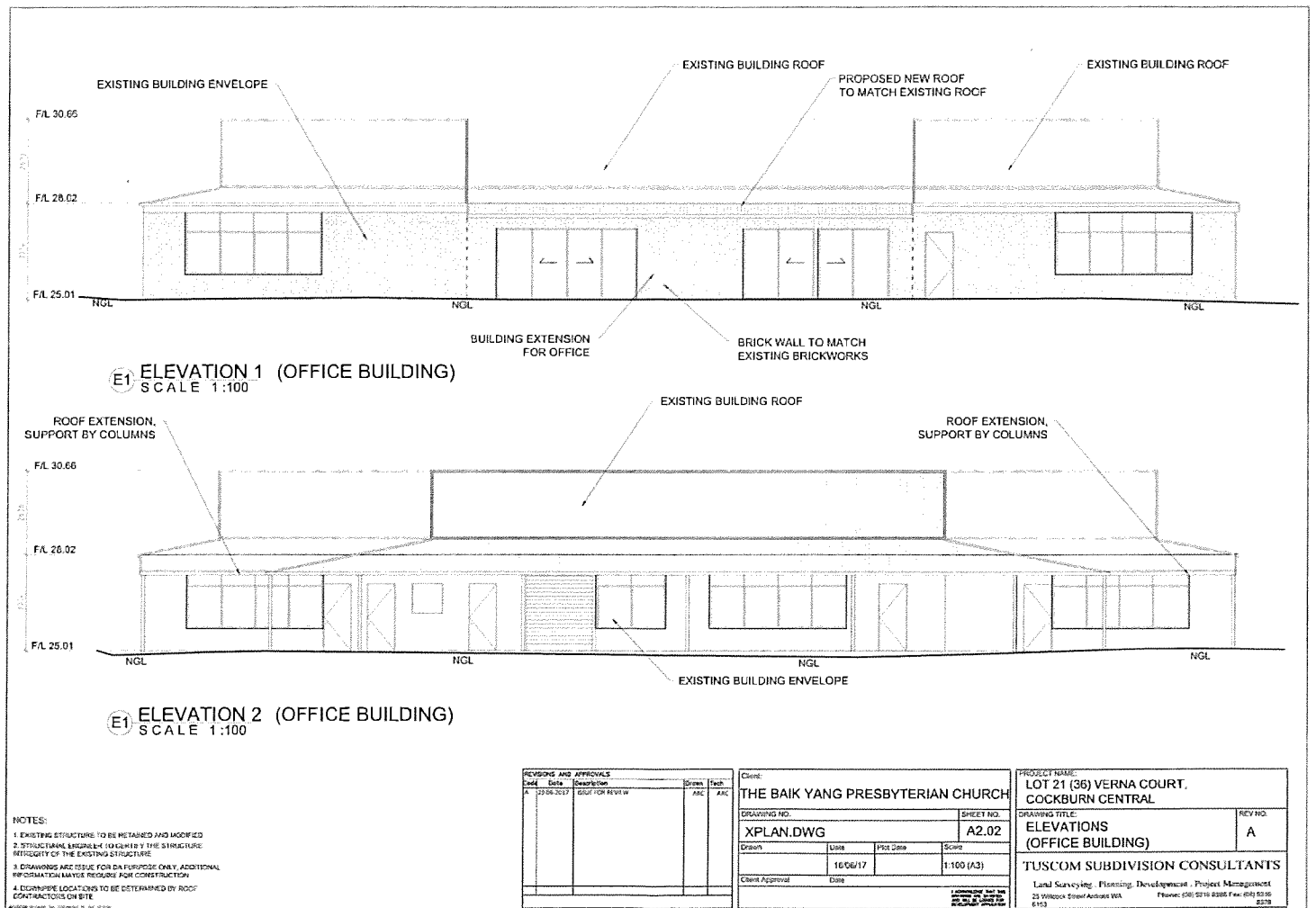
- NOTES:
- EXISTING STRUCTURE TO BE RETAINED AND MODIFIED
 - STRUCTURAL ENGINEER TO CERTIFY THE STRUCTURE INTEGRITY OF THE EXISTING STRUCTURE
 - DRAWINGS ARE ISSUE FOR DA PURPOSE ONLY. ADDITIONAL INFORMATION MAY BE REQUIRED FOR CONSTRUCTION
 - CONTRIBUTOR LOCATIONS TO BE DETERMINED BY ROOF CONTRASTORS ON SITE

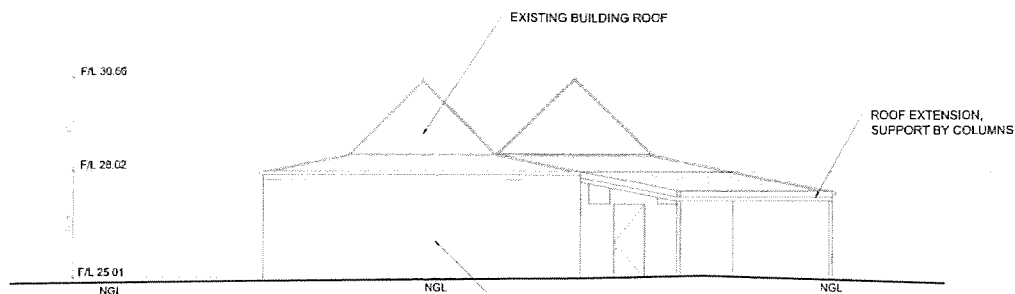
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1	15/06/2017	AKC	FOR REVIEW	AKC	AKC
2	15/06/2017	AKC	FOR REVIEW	AKC	AKC

Client:	THE BAIK YANG PRESBYTERIAN CHURCH
DRAWING NO.	XPLAN.DWG
DATE	15/06/17
FILED	15/06/17
Scale	1:500 (A3)
Client Approval	

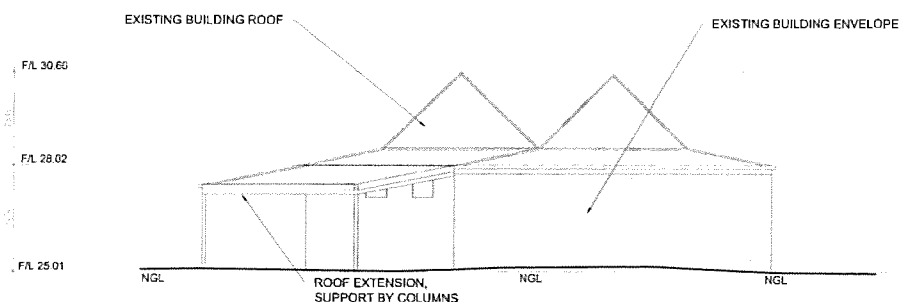
PROJECT NAME	LOT 21 (36) VERNAL COURT, COCKBURN CENTRAL
DRAWING TITLE	PROPOSED LANDSCAPE
REV NO.	B
TUSCOM SUBDIVISION CONSULTANTS	
Land Surveying, Planning, Development, Project Management	
25 Wilkes Street Adelaide WA 5000	Phone: (08) 3146 8388 Fax: (08) 3146 8378







E1 ELEVATION 3 (OFFICE BUILDING)
SCALE 1:100



E1 ELEVATION 4 (OFFICE BUILDING)
SCALE 1:100

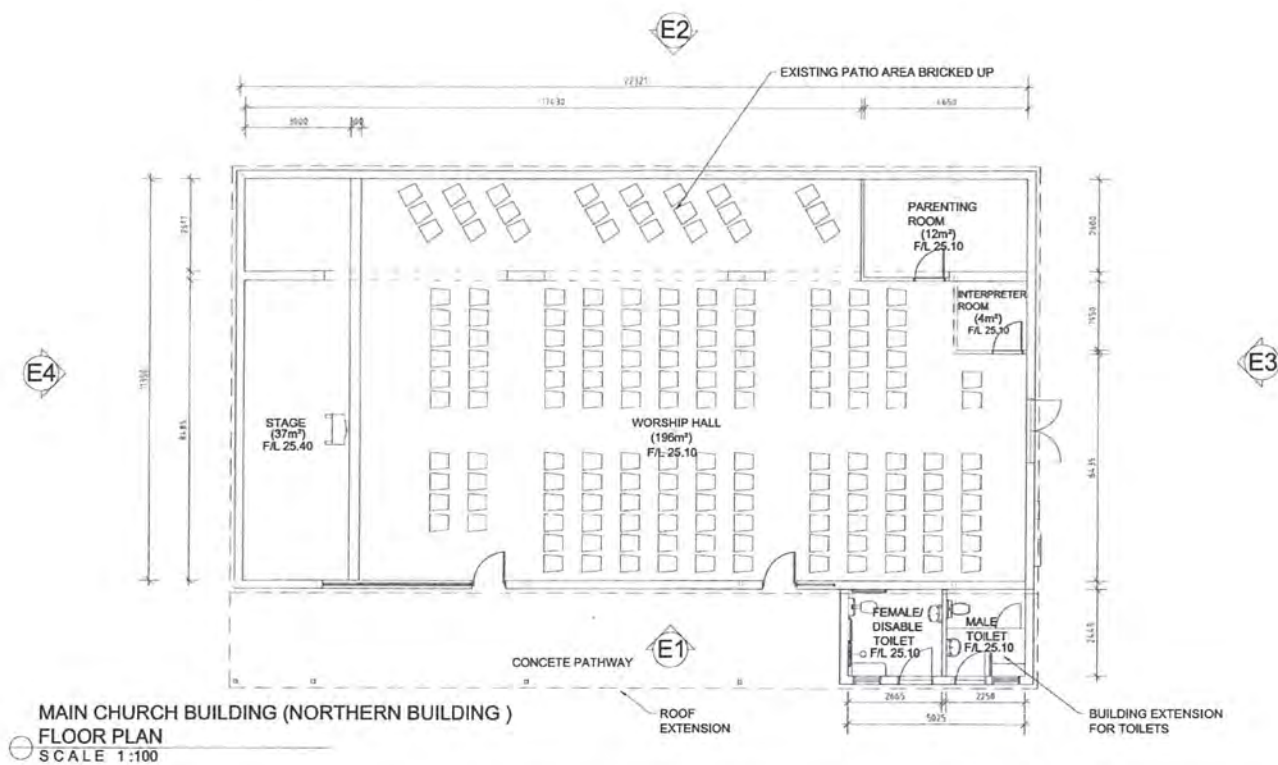
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2. STRUCTURAL ENGINEER TO CERTIFY THE STRUCTURAL INTEGRITY OF THE EXISTING STRUCTURE
3. DIMENSIONS ARE ISSUE FOR DA PURPOSES ONLY. ADDITIONAL INFORMATION MAY BE REQUIRED FOR CONSTRUCTION
4. CORNER/EDGE LOCATIONS TO BE DETERMINED BY ROOF CONTRACTIONS ON SITE

REVISIONS AND APPROVALS			Drawn		Tape	
Rev	Date	Description	ARC	ARC	ARC	ARC
A	15/06/17	ISSUE FOR REVIEW				

Client:			
THE BAIK YANG PRESBYTERIAN CHURCH			
DRAWING NO.		SHEET NO.	
XPLAN.DWG		A2.03	
Drawn	Date	Plot Date	Scale
	15/06/17		1:100 (A3)
Client Approval		Date	

PROJECT NAME:	
LOT 21 (36) VERNA COURT, COCKBURN CENTRAL	
DRAWING TITLE:	REV NO:
ELEVATIONS (OFFICE BUILDING)	A
TUSCOM SUBDIVISION CONSULTANTS	
Land Surveying, Planning, Development, Project Management 25 Wilkesia Street, Perth WA Phone: (08) 9316 8300 Fax: (08) 9316 8378	



MAIN CHURCH BUILDING (NORTHERN BUILDING)
FLOOR PLAN
SCALE 1:100

NOTES:

1. EXISTING STRUCTURE TO BE RETAINED AND MODIFIED
2. STRUCTURAL ENGINEER TO CERTIFY THE STRUCTURE INTEGRITY OF THE EXISTING STRUCTURE
3. DRAWINGS ARE ISSUE FOR DA PURPOSE ONLY. ADDITIONAL INFORMATION MAY BE REQUIRED FOR CONSTRUCTION
4. DOWNPIPE LOCATIONS TO BE DETERMINED BY ROOF CONTRACTORS ON SITE

REVISED: 15/06/17 BY: 03/08/2017

REVISIONS AND APPROVALS

Rev	Date	Description	Drawn	Check
A	15/06/2017	ISSUE FOR REVIEW	AKC	AKC

Client:

THE BAIK YANG PRESBYTERIAN CHURCH

DRAWING NO.

XPLAN.DWG

Drawn

Date

15/06/17

Client Approval

Date

SHEET NO.

A3.01

Scale

1:100 (A3)

PROJECT NAME:

LOT 21 (36) VERA COURT, COCKBURN CENTRAL

DRAWING TITLE:

FLOOR PLAN

(CHURCH BUILDING)

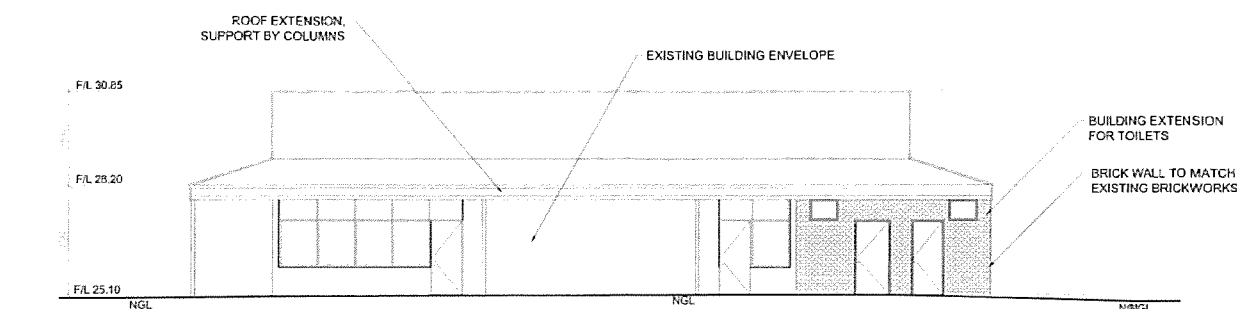
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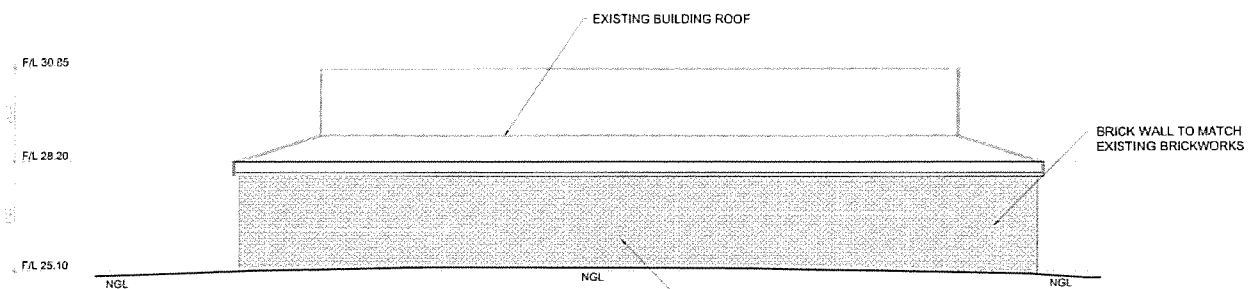
TUSCOM SUBDIVISION CONSULTANTS

Land Surveying, Planning, Development, Project Management

25 Wilkes Street, Perth WA 6155 Phone: (08) 9316 8368 Fax: (08) 9316 8378



E1 ELEVATION 1 (CHURCH BUILDING)
SCALE 1:100



E2 ELEVATION 2 (CHURCH BUILDING)
SCALE 1:100

NOTES:

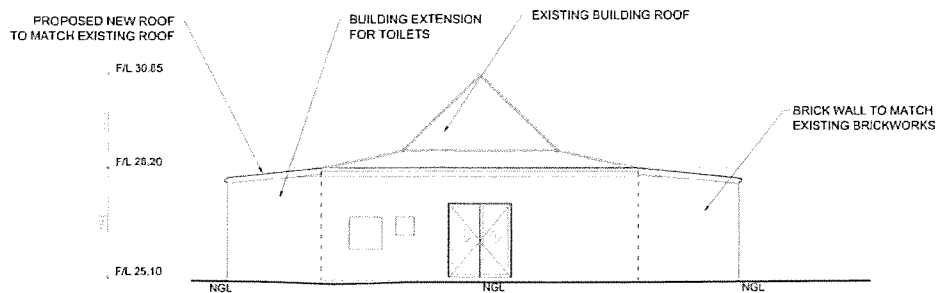
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3. DRAWINGS ARE FOR DA PURPOSE ONLY. ADDITIONAL INFORMATION MAY BE REQUIRED FOR CONSTRUCTION
4. DOWNPIPE LOCATIONS TO BE DETERMINED BY ROOF CONTRACTORS ON SITE

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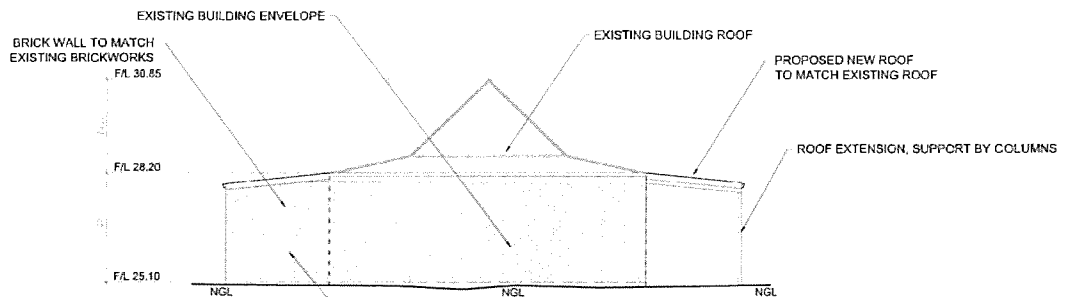
REVISED AND APPROVALS				Drawn		Test	
Date	Date	Description		ABC	ABC	ABC	ABC
A	13/06/2017	ISSUE FOR REVIEW					

Client:			
THE BAIK YANG PRESBYTERIAN CHURCH			
DRAWING NO.		SHEET NO.	
XPLAN.DWG		A3.02	
Drawn	Date	Plot Date	Scale
	16/06/17		1:100 (A3)
Client Approval	Date		

PROJECT NAME:	
LOT 21 (36) VERA COURT, COCKBURN CENTRAL	
DRAWING TITLE:	
ELEVATIONS (CHURCH BUILDING)	
REV NO:	
A	
TUSCOM SUBDIVISION CONSULTANTS	
Land Surveying, Planning, Development, Project Management	
25 York Street, Perth WA 6000	
Phone: (08) 9314 8388 Fax: (08) 9314 8338	



E3 ELEVATION 3 (CHURCH BUILDING)
SCALE 1:100



E4 ELEVATION 4 (CHURCH BUILDING)
SCALE 1:100

NOTES:
1. EXISTING STRUCTURE TO BE RETAINED AND MODIFIED
2. STRUCTURAL ENGINEER TO CERTIFY THE STRUCTURAL INTEGRITY OF THE EXISTING STRUCTURE
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4. DOWNPIPE LOCATIONS TO BE DETERMINED BY ROOF CONTRACTORS ON SITE

REVISIONS AND APPROVALS			
REV	DATE	DESCRIPTION	BY
1	19/10/2017	ISSUE FOR REVIEW	ABC

Client: THE BAIK YANG PRESBYTERIAN CHURCH			
DRAWING NO. XPLAN.DWG		SHEET NO. A3.03	
Drawn	Date	Plot Date	Scale
	16/05/17		1:100 (A3)
Client Approval		Date	

PROJECT NAME: LOT 21 (36) VERNA COURT, COCKBURN CENTRAL	
DRAWING TITLE: ELEVATIONS (CHURCH BUILDING)	REV NO: A
TUSCOM SUBDIVISION CONSULTANTS	
Land Surveying - Planning - Development - Project Management 25 Wilkes Street Adelaide WA Phone: (08) 5014 8388 Fax: (08) 5014 8333	

COMMUNITY CONNECTED PLAN AND VISION FOR JANDAKOT – COMMENT ON COCKBURN

The City of Cockburn seeks your input into the Jandakot community plan and vision to help inform the State Government in its future regional planning affecting the City of Cockburn. This plan is known as the Perth and Peel @3.5 million plan, and seeks to regionally set out how Perth and Peel can grow to accommodate 3.5 million people by 2050. The Jandakot community plan and vision is intended to assist the State Government in its decision making for the Perth and Peel plan.

This survey provides your opportunity for input in to the Jandakot plan. It asks a series of questions, related to maps which you can find on this page. We would like your views as a landowner, in order to help shape what we ultimately advise the State Government.

1. In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region?

Unsure	Strongly disagree	Disagree	Neutral	Agree	Strongly Agree
--------	-------------------	----------	---------	-------	----------------

Please explain your views with attention to the details referred to in Map 1. For example, if you consider Jandakot airport to be strategically important, how do you consider surrounding land should be planned to protect such?

2. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?

Unsure	Yes	No
--------	-----	----

Please explain your view with attention to the details referred to in Map 1.

3. In relation to Map 2, do you think the State Government's 'Planning in Bushfire Prone Areas policy' has been successful in achieving an appropriate balance between bushfire risk management measures, biodiversity conservation values, environmental protection, biodiversity management and landscape amenity?

Unsure	Strongly	Disagree	Neutral	Agree	Strongly
--------	----------	----------	---------	-------	----------

	disagree				Agree
--	----------	--	--	--	-------

Please explain your view with attention to the details referred to in Map 2.

--

4. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?

Unsure	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
--------	-------------------	----------	---------	-------	----------------

Please explain your view with attention to the details on Map 3.

--

5. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?

Unsure	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
--------	-------------------	----------	---------	-------	----------------

Please explain your view, with close attention to the details on Map 4

--

6. Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement?

Unsure	Yes	No
--------	-----	----

Please explain your view with close attention to the details on Map 5

--

7. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as a mechanism to protect groundwater quality?

Unsure	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
--------	-------------------	----------	---------	-------	----------------

Please explain your view.

8. In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate?

Unsure	Yes	No
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If you responded to question 8 with 'Yes', why do you consider such to be appropriate?

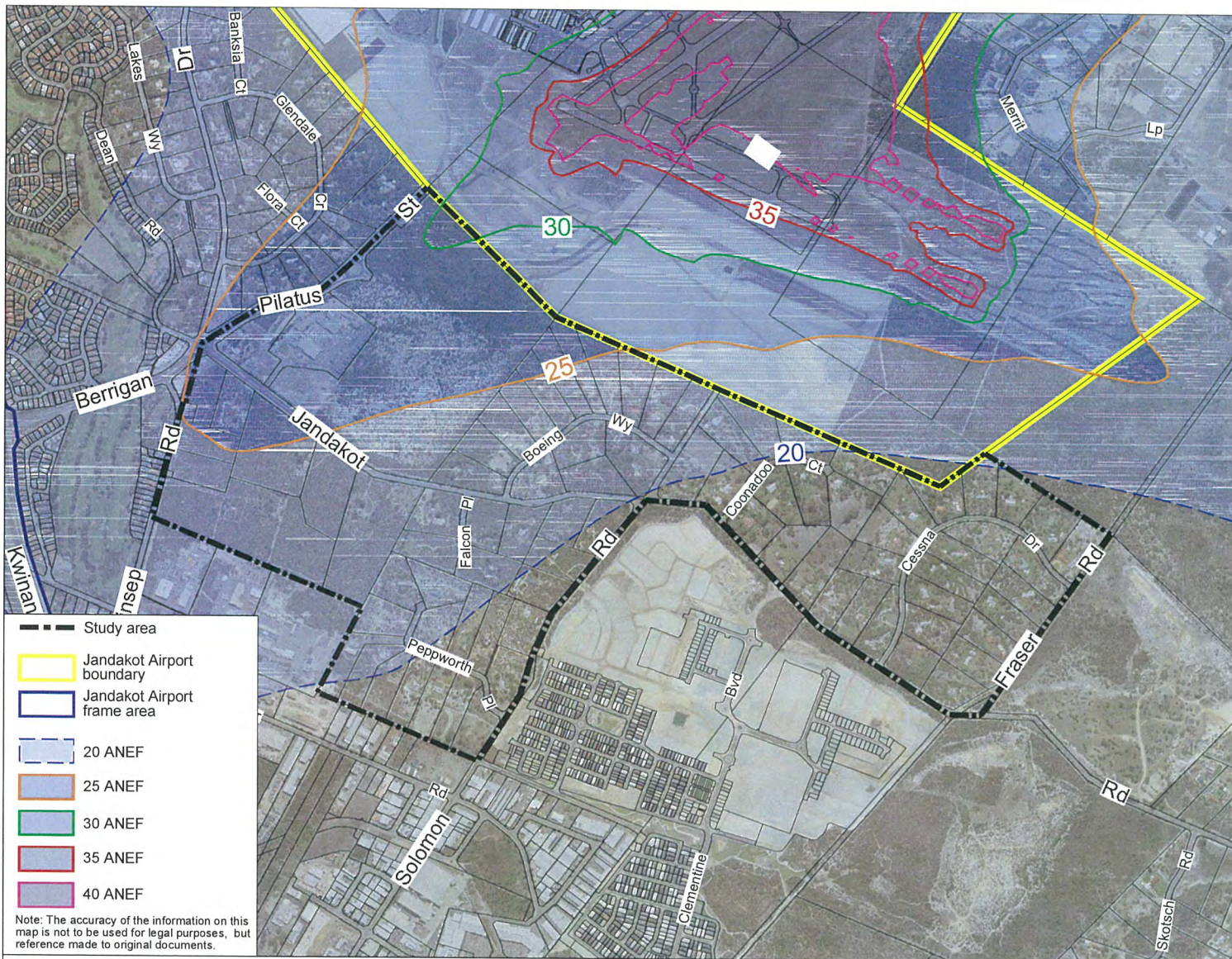
--

If you responded to question 8 with 'No', in consideration of the overall planning issues needing to be balanced as shown on Map 10, what different land use would you consider to be appropriate?

--

9. Any other comments?

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Western Australian Planning Commission State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport

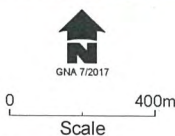
1. The strategic importance of Jandakot Airport supports the need for it to be recognised in the planning of the region.
2. The objective of this policy includes the protection of Jandakot Airport from encroachment by incompatible land use and development so as to provide for its ongoing, safe, and efficient operation.

Western Australian Planning Commission State Planning Policy 2.5 - Rural Planning Policy December 2016

1. The purpose of this policy is to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values. Ensuring broad compatibility between land uses is essential to delivering this outcome.

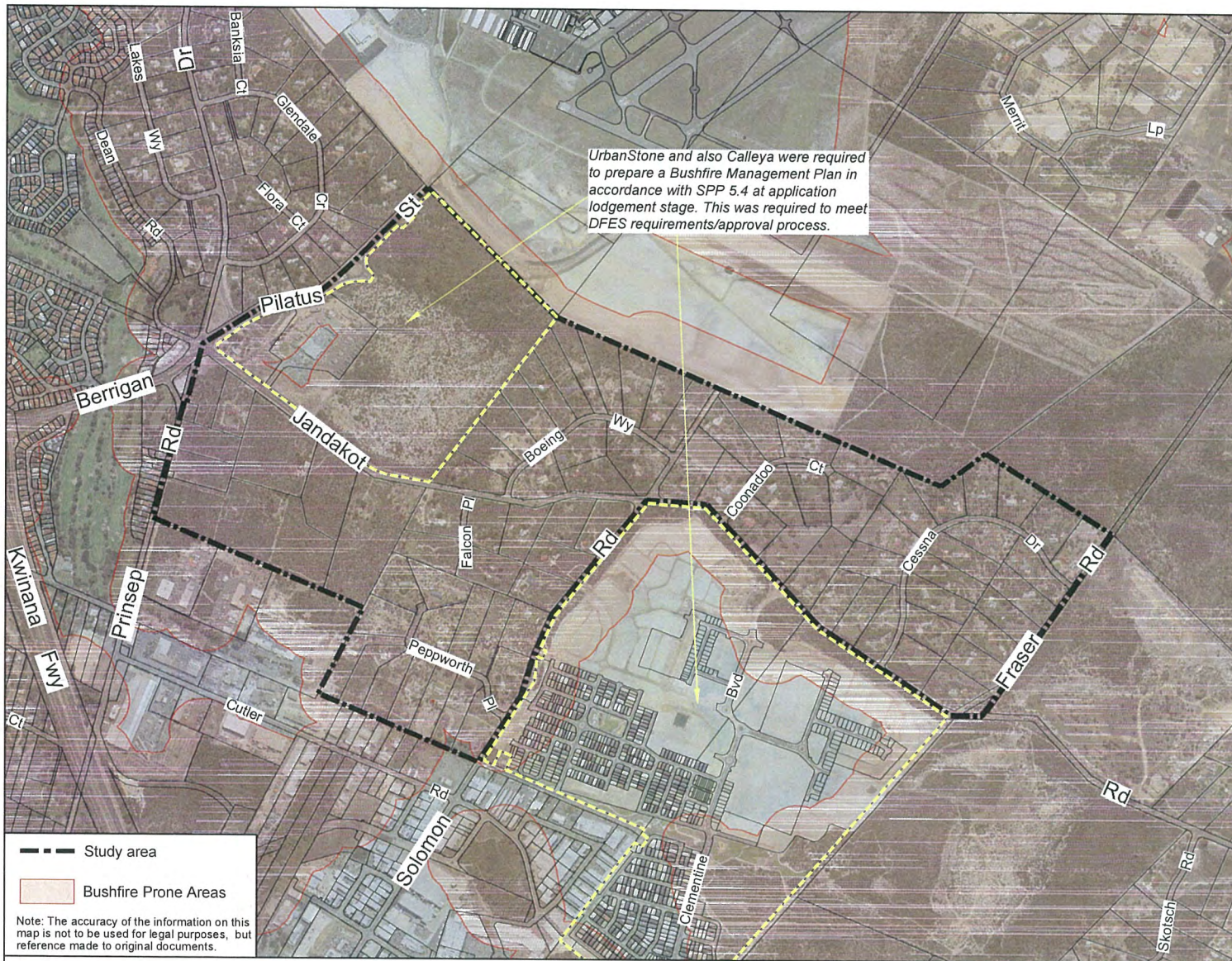
Western Australian Planning Commission State Planning Policy 2.3 - Jandakot Groundwater Protection

1. This policy aims to protect the Jandakot Groundwater Protection area ("the policy area") (See Figure 1) from development and land uses that may have a detrimental impact on the water resource.
2. Land use planning is guided by priority areas and the principles of risk avoidance, risk minimisation and risk management.



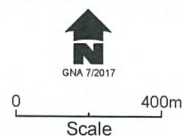
ANEF - ULTIMATE CAPACITY JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 1 OF 10



Western Australian Planning Commission State Planning Policy 3.7 - Planning in Bushfire Prone Areas December 2015

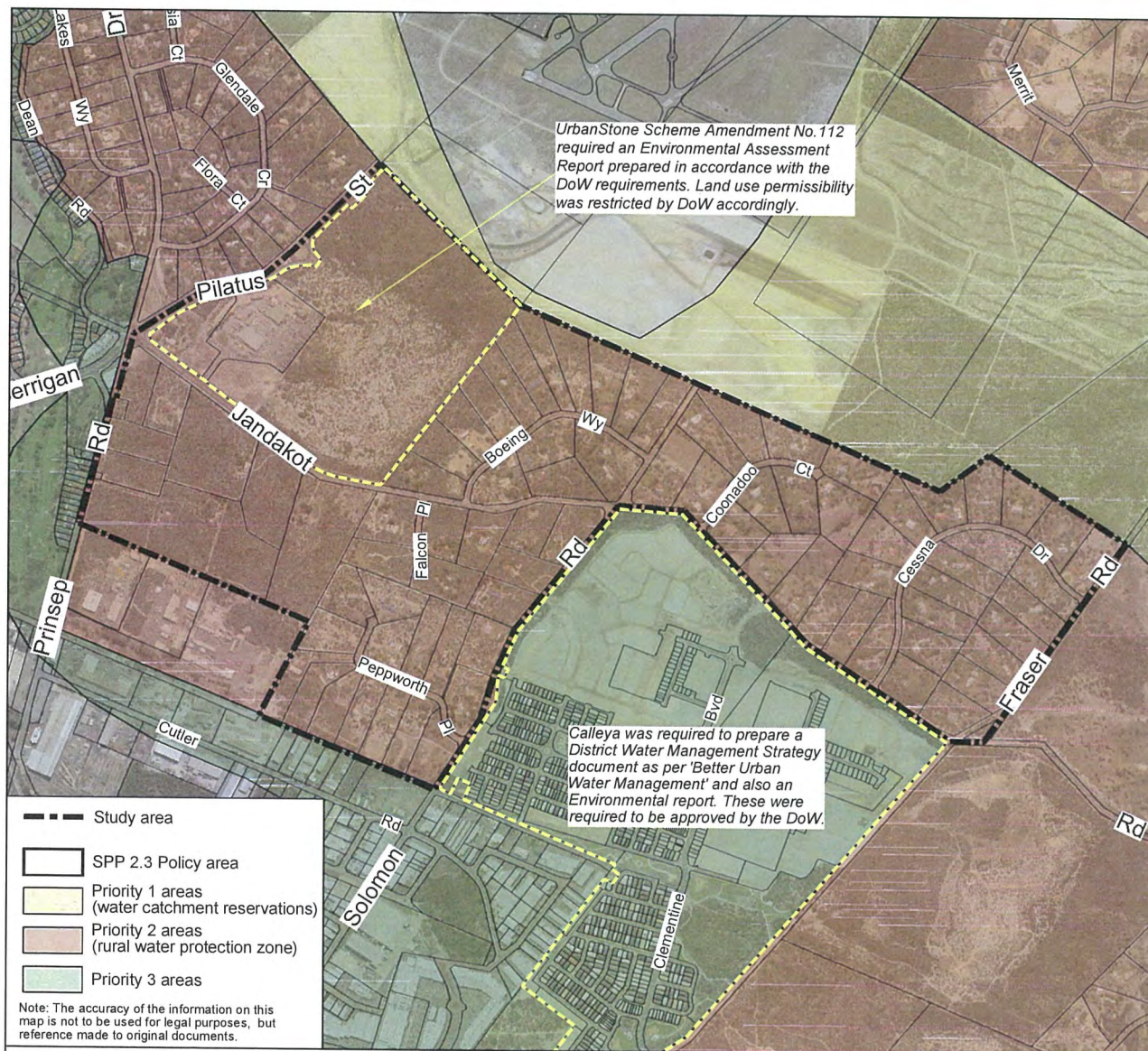
1. An objective is to avoid any increase of the threat of bushfire to people, property and infrastructure.
2. Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making.
3. Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity. This is an important point to note particularly with respect to Map 8 requirements. These requirements are to be addressed simultaneously in some instances.



BUSHFIRE PRONE AREAS

JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 2 OF 10



Department of Environment Public Drinking Water Resource Policy - Protecting Public Drinking Water Source Areas in Western Australia 2005.

1. The objective is to deliver 'safe, good quality drinking water' to consumers, now and in the future by protecting water quality in this area.

Department of Water- Water Quality Protection Note Number 93, September 2009.

1. WQPN No. 93 specifies P2 areas are to be managed in accordance with the principle of risk minimisation and so restricted intensity development (with conditions) and activity with a low contamination risk is accepted.

Department of Water - Water Quality Protection Note 65 - Toxic and hazardous substances

1. WQPN No. 65 specifies Toxic and hazardous substances (THS) are materials that are widely used to fuel machinery, clean equipment, control pests and support our lifestyle. If mismanaged, they can poison living things, disrupt reproductive processes and habitats, and may generate fires or explosions. The Department of Water is responsible to ensure WQPN 65 is considered at the planning stage.

Western Australian Planning Commission

State Planning Policy 2.7 - Public Drinking Water Source Policy 2003

1. The importance of protecting public water supplies is recognised in the State Water Quality Management Strategy for Western Australia (2001), which is a State-level strategy for implementation of the National Water Quality Management Strategy (1994) in Western Australia.
2. P2 areas are defined to ensure that there is no increased risk of pollution to water source. P2 areas are declared over land where low-risk development already exists.
3. Protection of public water supply sources is a high priority in these areas.
4. P2 areas are managed in accordance with the principle of risk minimisation.
5. The policy aims to ensure that land use and development within P2 areas are compatible with the protection and long-term management of water resources for public water supply.

Western Australian Planning Commission State Planning Policy 2.3 - Jandakot Groundwater Protection January 2017

1. To ensure that all development and changes to land use within the policy area are compatible with maximising the long-term protection and management of groundwater, in particular for public drinking water supply.

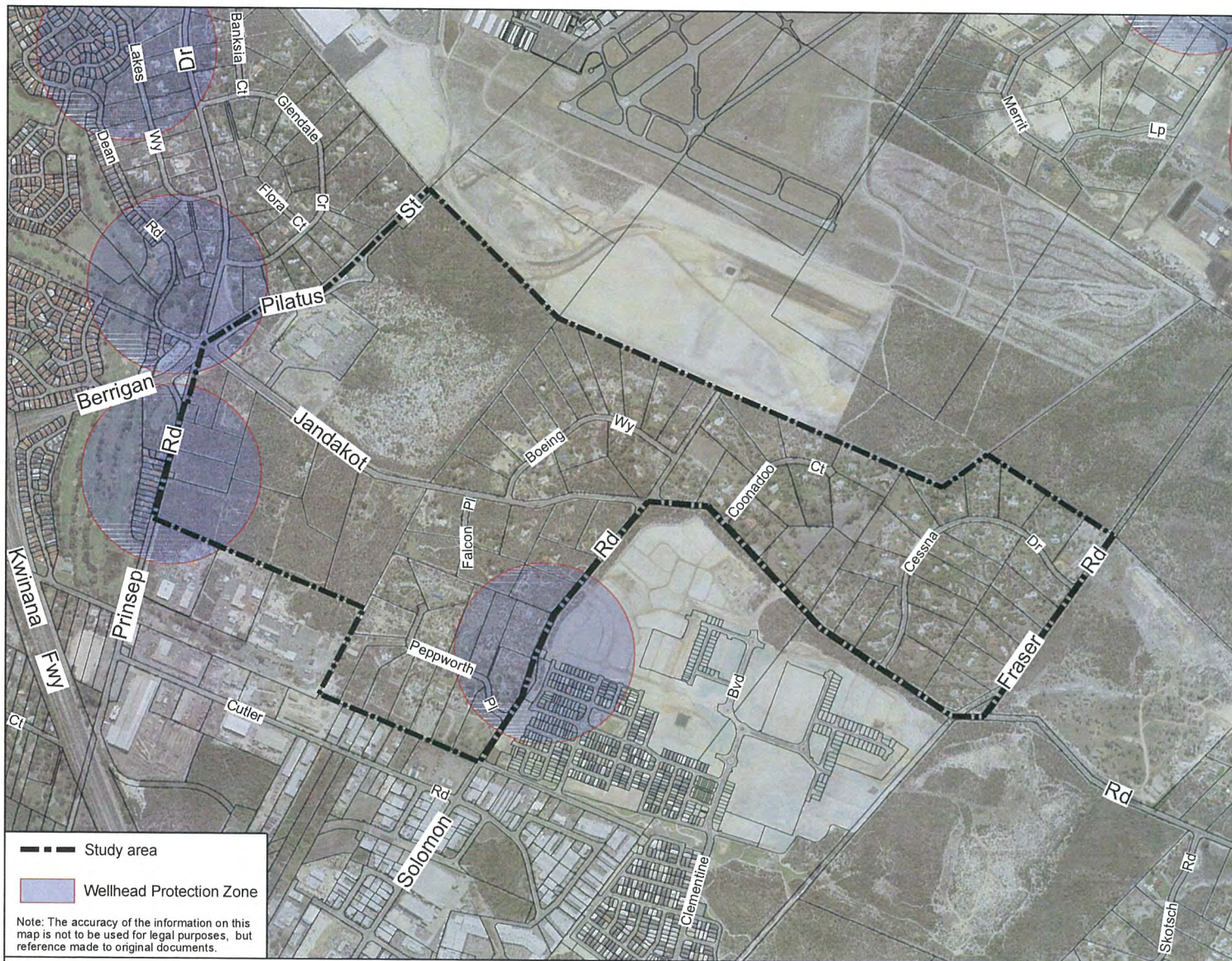
Western Australian Planning Commission State Planning Policy 2.9 - Water Resources

1. Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values.

JANDAKOT GROUNDWATER PROTECTION AREAS

JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 3 OF 10



**Department of Water (Environment)
Water Quality Protection Note - Land use
compatibility in Public Drinking Water
Source Areas**

1. This document specifies Priority 2 areas (which includes the subject site) are to be managed to ensure that there is no increased risk of water source contamination/ pollution. For P2 areas, the guiding principle is risk minimisation.
2. Special conditions, such as restrictions on storage and use of chemicals will apply within 'wellhead protection zones'.

**Western Australian Planning Commission
State Planning Policy 2.7 - Public
Drinking Water Source Policy 2003**

1. Special conditions, such as restrictions on storage and use of potential contaminants, may apply within P1, P2 and P3 areas.

**Western Australian Planning Commission
State Planning Policy 2.3 - Jandakot
Groundwater Protection January 2017**

1. Wellhead protection zones are based on the objective of providing maximum practical protection of groundwater. These zones surround water abstraction bores and are particularly vulnerable to water quality contamination risks. Any development proposal in these zones is to have regard to the Metropolitan Water Supply, Sewerage and Drainage By-laws 1981 and Water quality protection note 25: Land use compatibility tables for public drinking water source.

**Western Australian Planning Commission
State Planning Policy 2.9 - Water
Resources**

1. Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values.



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Scale

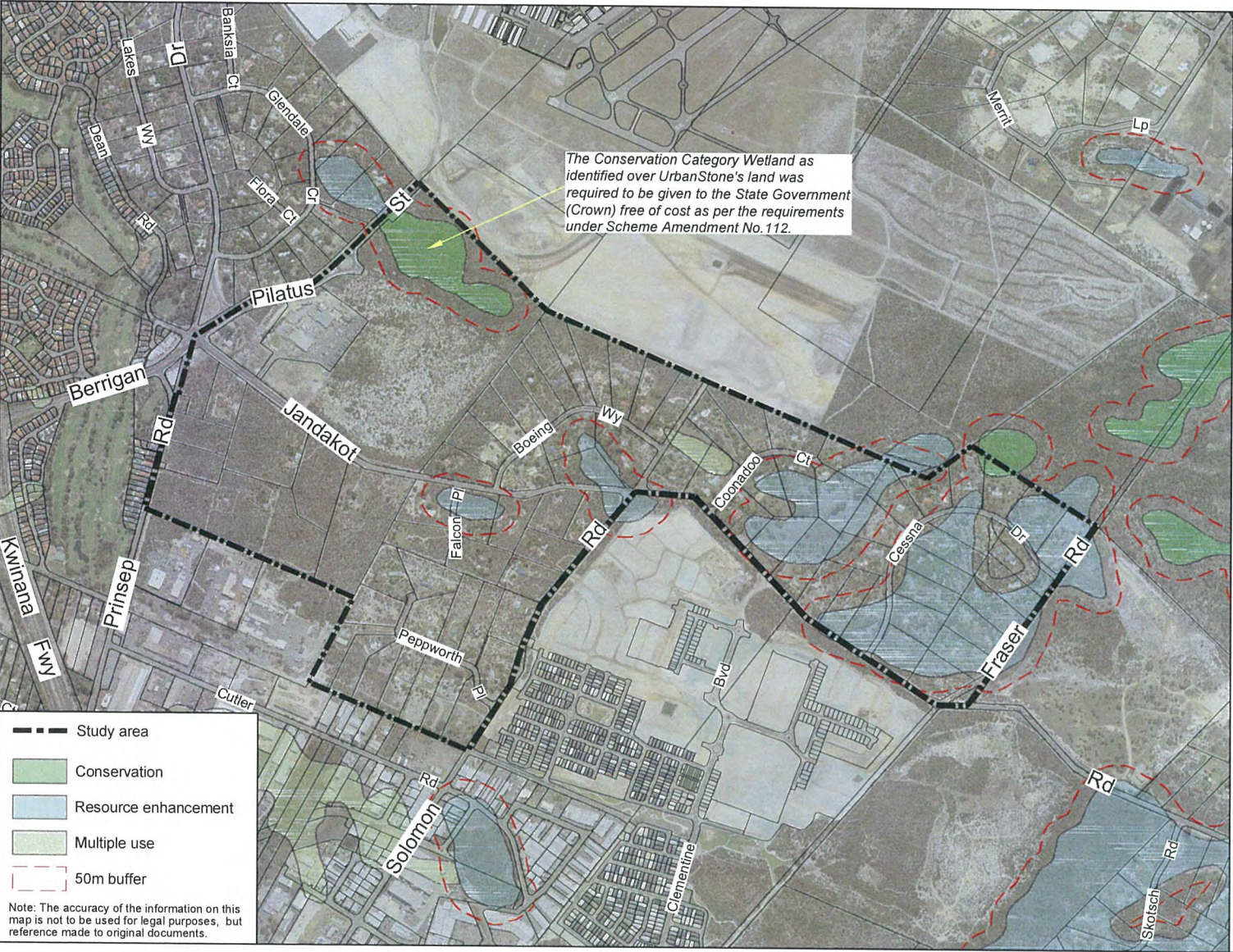
WELLHEAD PROTECTION ZONES

JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 4 OF 10

Liveable Neighbourhoods - Western Australian Planning Commission operational policy

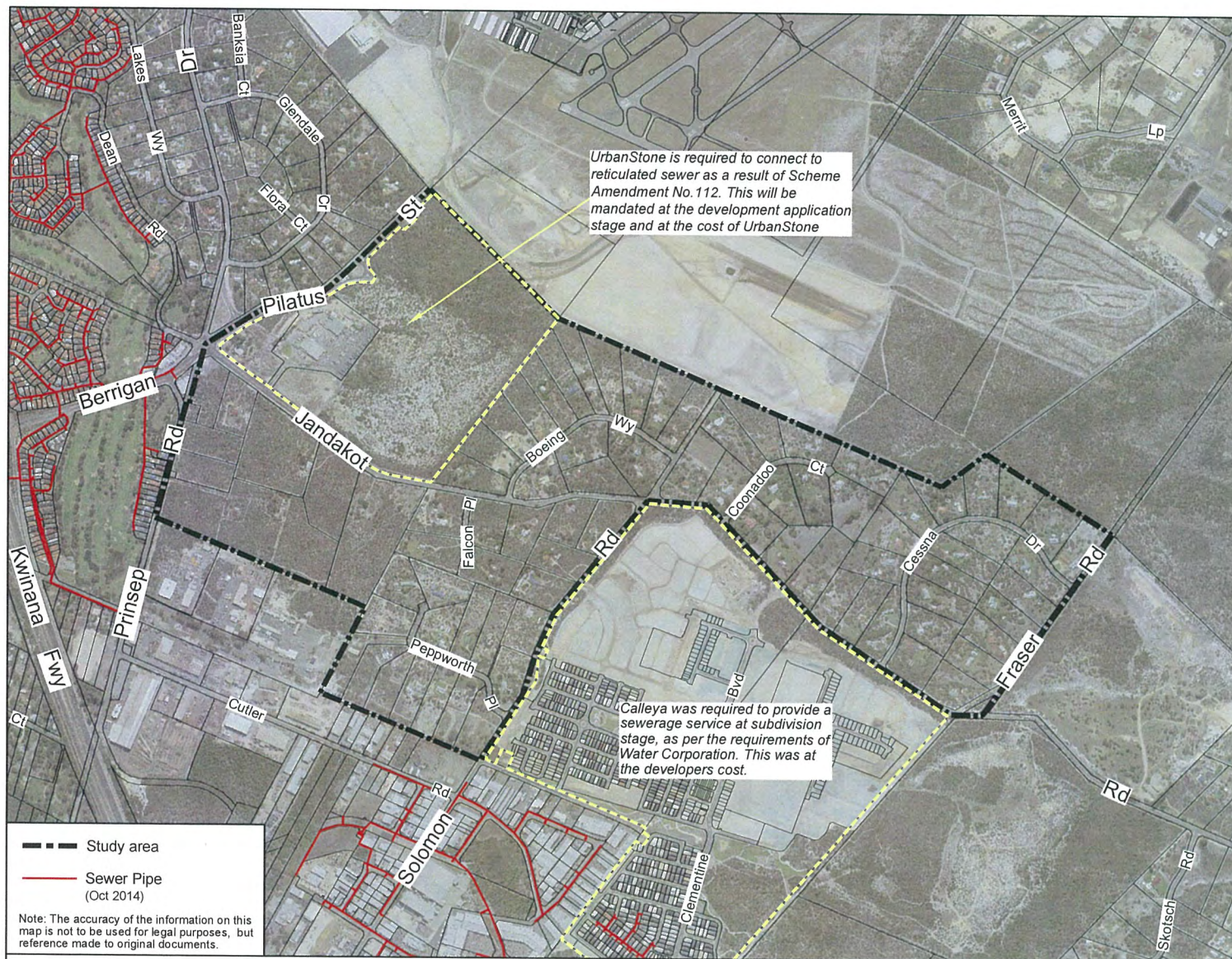
1. The boundary and extent of a wetland and its buffer must be determined in accordance with State Planning Policy 2.9 - Water Resources which includes discussions with the Department of Parks and Wildlife.



GEOMORPHIC WETLANDS

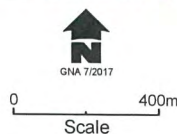
JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 5 OF 10



Government Sewerage Policy - Department of Health, Planning and Water

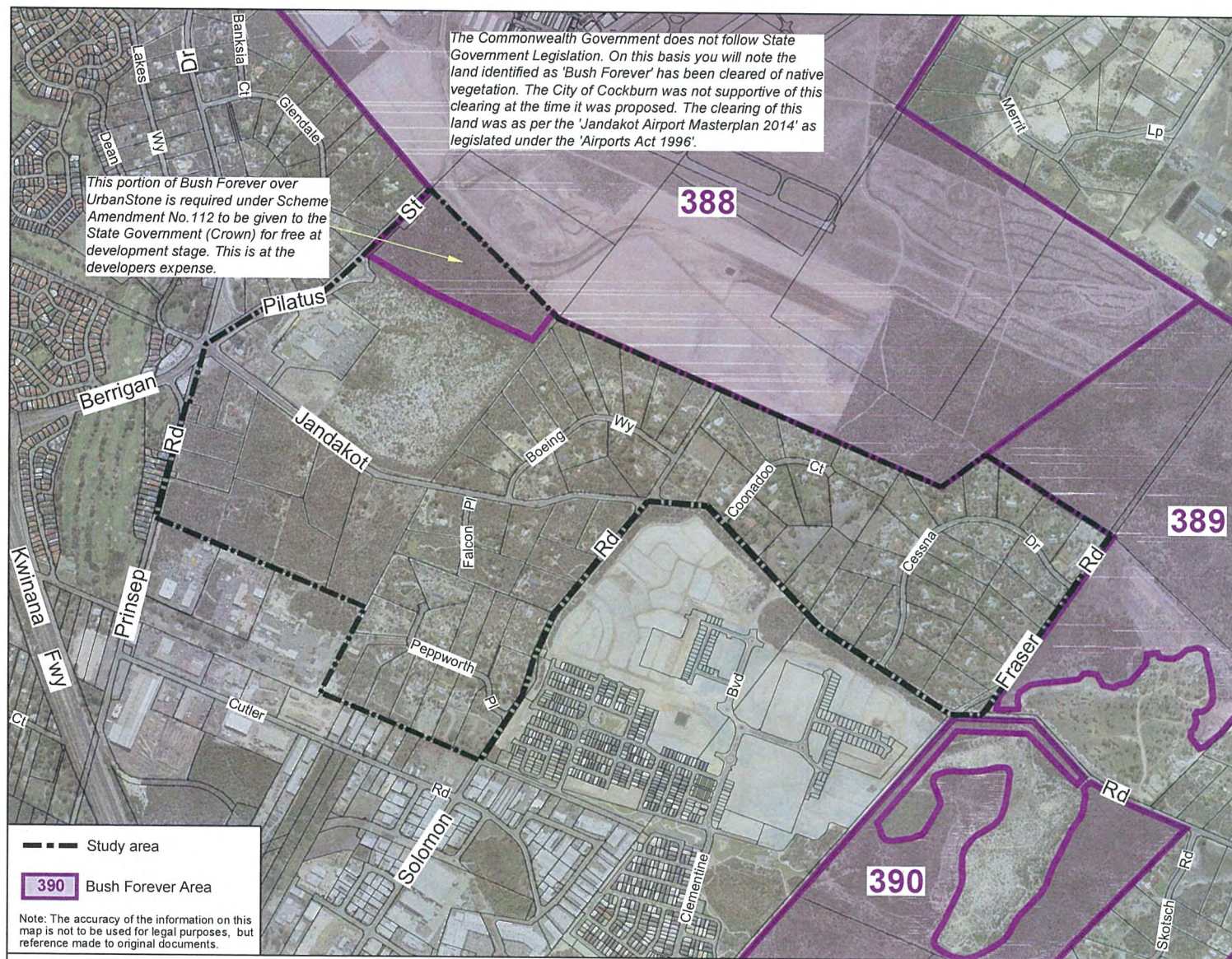
1. Policy purpose includes to require the provision of reticulated sewerage to all new subdivision and development in Western Australia unless the exemptions of this policy apply.
2. The provisions of sewerage are not to impact ground water quality. This is to be considered in light of the requirements as specified by Maps 3 and 4.



SEWER UTILITIES

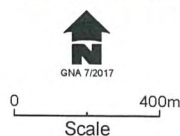
JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 6 OF 10



Bush Forever Document - the Government of Western Australia

1. To achieve the protection of Bush Forever Sites through a collection and shared responsibilities.



BUSH FOREVER AREAS **JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS** **PLAN 7 OF 10**

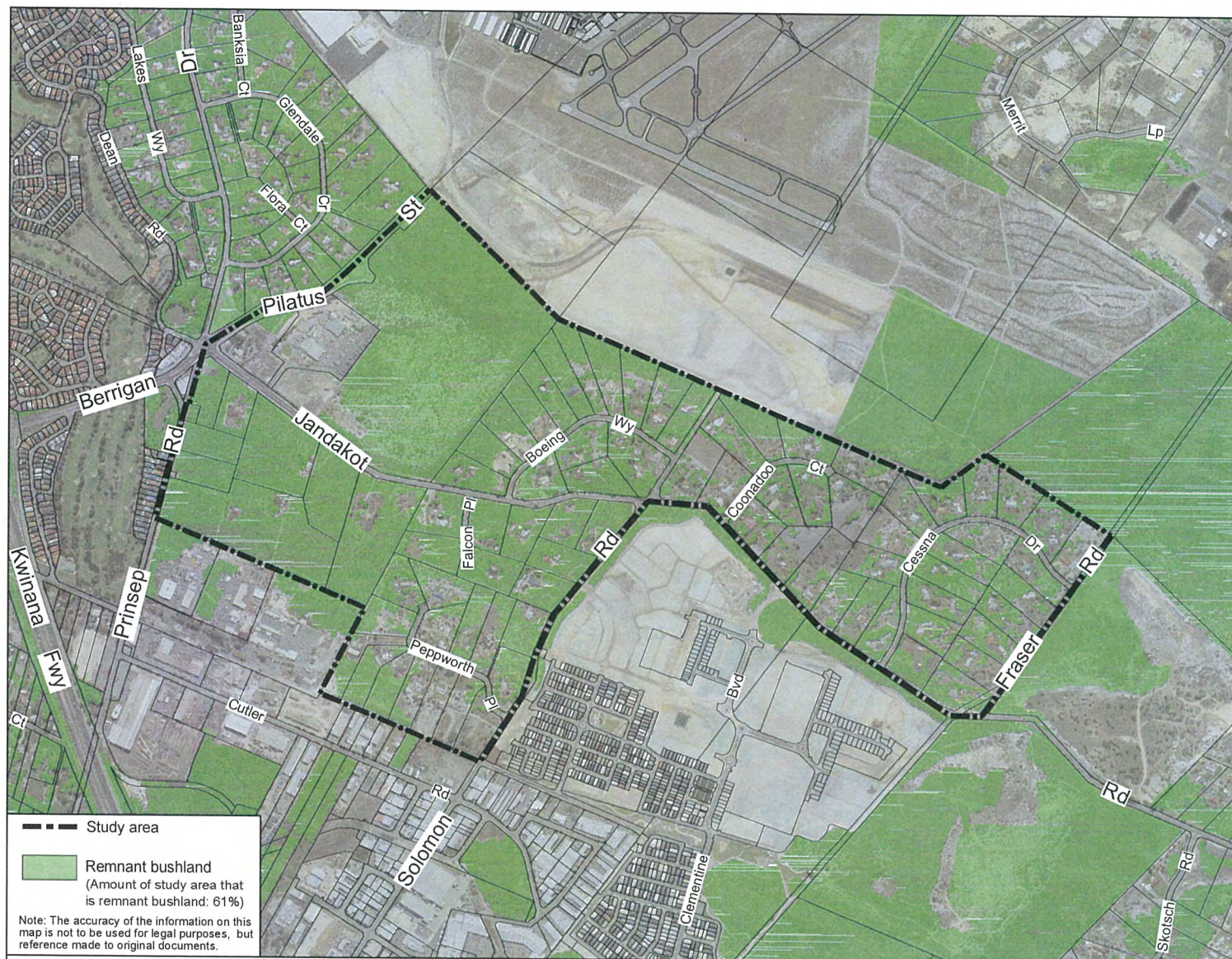
Perth and Peel Green Growth Plan for 3.5
Million December 2015

**The Environment Protection and
Biodiversity Conservation Act 1999
(EPBC Act)**

1. The EPBC Act sets out the process and timing requirements for each type of assessment.

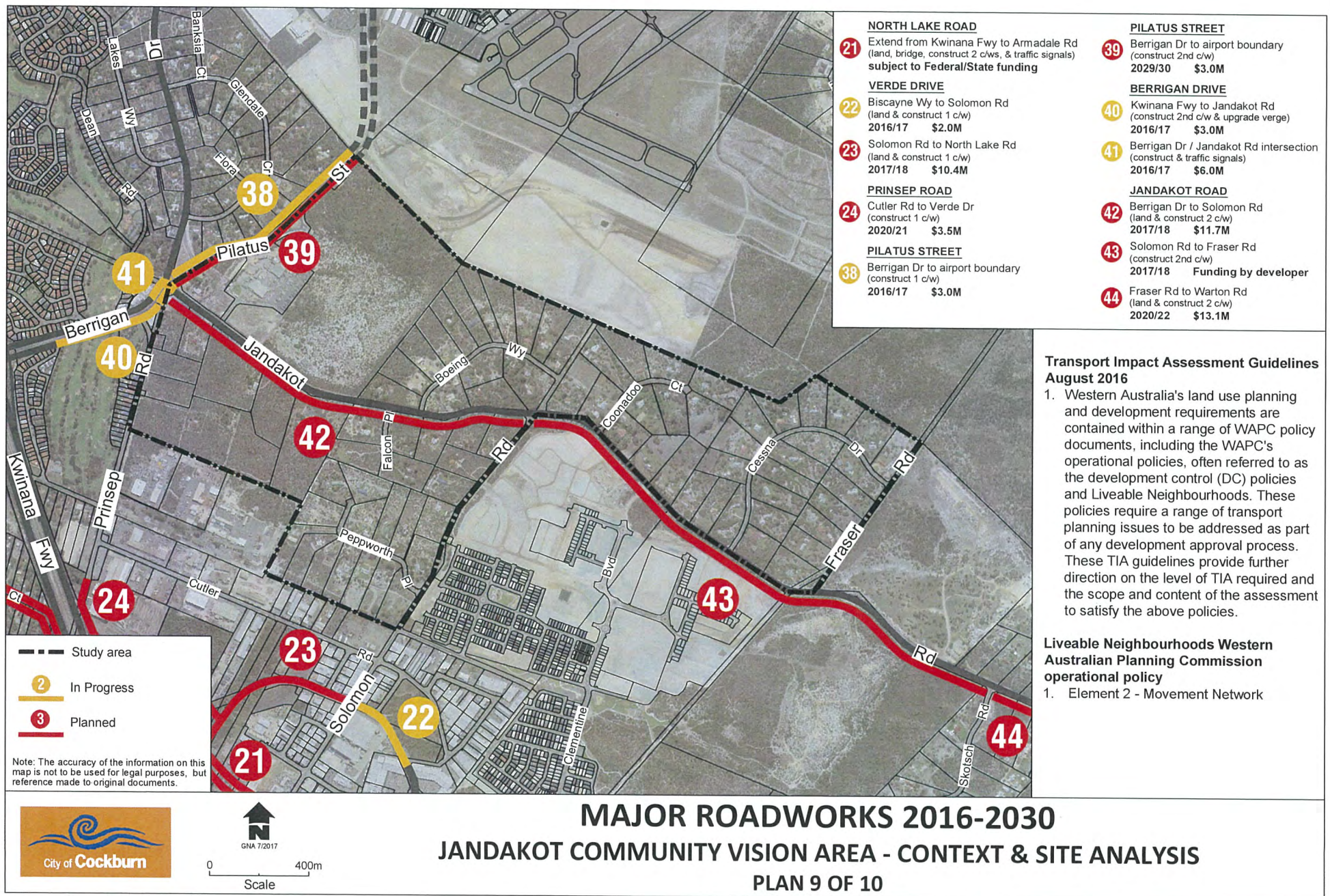
**Statement of Planning Policy No 2 -
Environmental and Natural Resource
Policy**

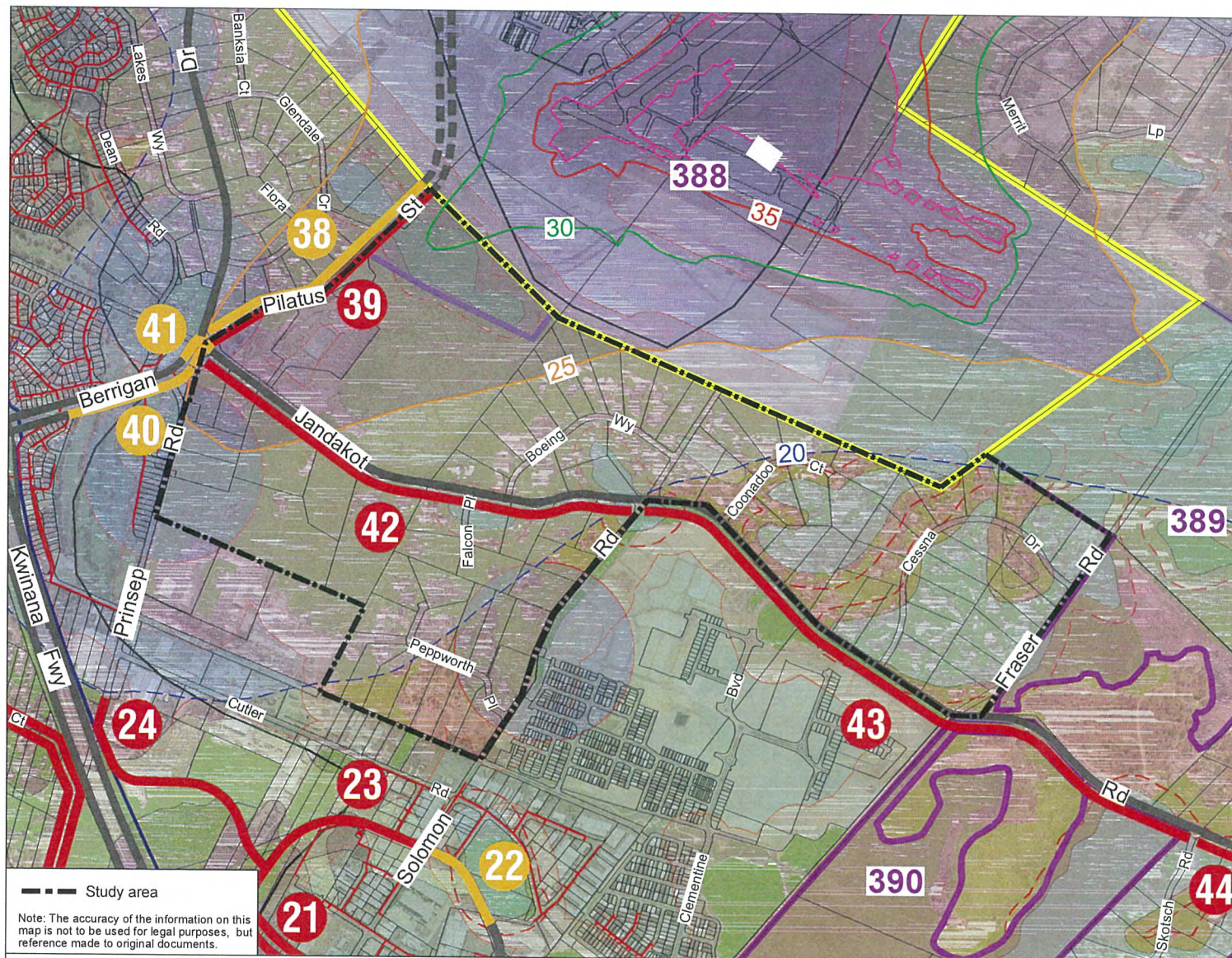
2. Planning decisions can have an impact on the environment and other natural resources. As such development that may result in unacceptable environmental damage are to be avoided.



0 400m
Scale

REMNANT BUSHLAND **JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS** **PLAN 8 OF 10**





* This plan includes all the information from plans 1-9 and therefore may be difficult to interpret. This plan provides a consolidated 'planning policy snapshot' of the area. For more clarity please refer to the specific details on each of the respective plans from 1-9. Should you have any questions please do not hesitate to contact Strategic Planning.

JANDAKOT COMMUNITY VISION AREA - CONTEXT & SITE ANALYSIS

PLAN 10 OF 10



CONSULTATION ANALYSIS

Jandakot Perth and Peel August 2017

Overview

Acting on a Council resolution, the City of Cockburn sought feedback about the Jandakot community plan and vision to help inform the State Government in its future regional planning affecting the City of Cockburn. This State Government's Perth and Peel @3.5 million plan seeks to regionally set out how Perth and Peel can grow to accommodate 3.5 million people by 2050.

Methodology:

Council hosted a public meeting at its Administration offices in Spearwood and then provided an online survey on the Comment on Cockburn website, asking for input. A total of 507 visits were made to the website and 103 people provided responses. A submission circulated by the Banjup Residents Association was forwarded multiple times to the City by respondents.

The survey asked a series of questions, related to maps and State Government policy. The City asked for informed views as a landowner, in order to help shape what the City will ultimately advise the State Government.

Quotes:

- "This vision document has been prepared and approved by more than 80 rural residents north of Armadale Road, setting out how their amenity has been eroded and their understanding of how rezoning of their lands could be achieved within planning and legislative constraints."
- "We believe that this area is no longer suitable as a rural zone. We recommend that individual parts should be re-zoned as Industrial, Commercial or Residential depending on their proximity to surrounding developments."
- "I have not experienced any other erosion of my rural amenity since moving to the area. Some of the developments will make some facilities and services more accessible in the area. As I type this, it is quiet and I look out my window to a vista of green trees and can see some sheep grazing in my neighbour's property. I do not live on Jandakot Road, the Calleya,

Schaffer and Jandakot Airport developments are not close to my property and cannot get any closer.”

Findings: For the City’s Planners to review

Attachments:

- Appendix 1: Submission from Banjup Residents Association:
- Appendix 2: Online submission form August 2017 – four respondents
- Appendix 3: Online survey questions
- Appendix 4: Online survey results August 2017 – 92 respondents
- Appendix 5: Submission from private landowner A
- Appendix 6: Submission from private landowner B
- Appendix 7: Submission from private landowner C
- Appendix 8: Submission from private landowner D
- Appendix 9: Submission from private landowner E

Appendix 1: Submission from Banjup Residents Association:

VISION FOR RURAL JANDAKOT AND TREEBY

1. Summary

Cockburn has experienced remarkable growth over the past few years and which will continue well into the future. This has dramatically eroded the rural amenity of residential 'lifestyle' blocks in Jandakot and Treeby to the point that it is now irretrievably lost. Planning decisions to develop dense housing and upgrade busy roads that now surround the rural residents will not be reversed. Residents urge planners to recognise the reality of lost rural amenity and investigate urgently the future of Jandakot and Treeby's rural zoning.

This 'Vision' document has been prepared and approved by more than 80 rural residents north of Armadale Road. It sets out how their amenity has been eroded and their understanding of how rezoning of their lands could be achieved within planning and legislative constraints.

Residents see all around them precedents that expert planners for Stockland and Schaffer have set in the rezoning of much of Jandakot and Treeby rural lands. Residents seek the City of Cockburn's support in refining the Vision document and then championing it at the highest levels of the WA Planning Commission and government. This must be achieved by end 2107 so that the WAPC can include it in its *Perth@3.5million* strategy.

2. Erosion of Rural Amenity

When first sub-divided for rural residential use in the 1980s, the land around Jandakot Road between Berrigan Drive and Warton Road was a peaceful backwater – a dream locality to escape from the bustle and noise of the city to the north but still close enough for commuting. That was clearly also the intention of the state's planners in assigning the rural residential zoning.

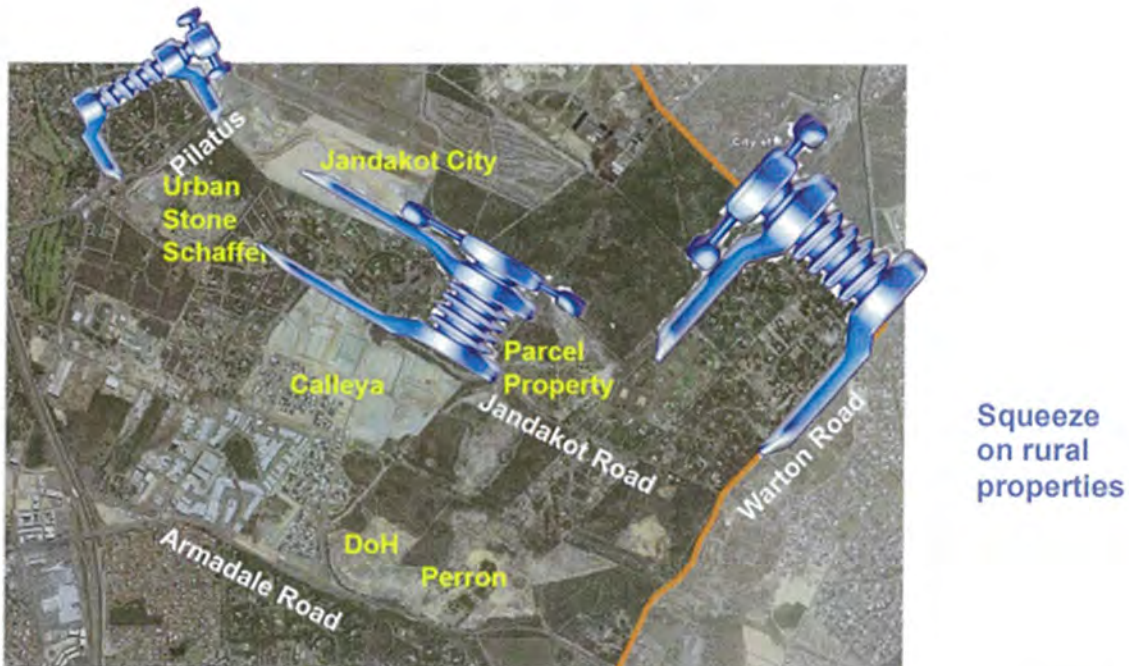
There were no big flying schools operating out of Jandakot Airport, Jandakot Road ended in a dirt track, and the Freeway ended at Leeming. Market gardens were wide parts of the Cockburn landscape. Commerce and industry was at Bibra Lake and beyond. Piara Waters was a swamp.

Progressively, and with increasing momentum, the City has come to Jandakot. The Airport is now a big commercial and industrial park directly abutting rural landowners' back fences. More large developments there will be completed within 5 years. The old sand quarries are now dense suburban housing, with many more houses to come. Populations there will climb from zero in 2015 to 15,000 or more by 2025. Jandakot Road will soon be a 4 lane highway carrying 30,000 vehicles daily. Developers are applying for additional uses for large land holdings in the area, adding further to pressures on rural residents. Schaffer and Parcel Property are clear examples.

From all sides and from outside, where the populations of Piara Waters and Harrisdale continue to grow rapidly, the small landowners of Jandakot and Treeby are being squeezed relentlessly such that their rural amenity is all but gone. Current development plans highlight the extent of the squeeze:

- Adjacent dense housing will accommodate 15,000 people (up from zero in 2015)
- Bushland will become extensive commercial parks employing thousands of people (650 hectares at Jandakot City and now Schaffer)

- Heavy truck and car traffic will grow to 50,000 vehicles per day on Armadale Road, 15,000 on Warton Road, 30,000 on Jandakot Road, 30,000 on Berrigan Drive, and 9,000 on Solomon Road



The original purpose of the land as a rural retreat is now lost but for the small landowners of Jandakot and Treeby there is no escape. A planning blight has fallen upon them. Their only way out is for their land to be rezoned.

3. Residents' Wishes

As evidenced on 31 July 2017 at Cockburn's Information Forum, overwhelmingly rural property owners north of Armadale Road believe their land should be rezoned for 'Urban' or 'Commercial' use because its rural amenity is being irretrievably eroded by adjacent dense housing and heavy truck and car traffic.

The Banjup Residents Group, which represents rural landowners in Jandakot and Treeby as well as Banjup, has canvassed 84 small rural landowners north of Armadale Road about how they see the future of their lands. Not one of them wants their land to remain zoned 'Rural'.

Residents wish it were not so, because they moved to the area for its tranquillity and rural amenity but now they have to face up to the new reality of a big and growing city on their doorsteps.

4. More Efficient Land Use

The WA government wishes to facilitate sustainable growth by more efficient use of land through urban consolidation, integration of infrastructure and development, co-location of services, and the strategic location of employment opportunities.

Jandakot and Treeby's rural lands are strong candidates for more efficient uses. None are primary producers and their rural amenity is all but gone because of the intense urbanisation around them. Were they to be rezoned away from Rural, urban, commercial, and light industry developments would have these benefits:

Transport

Kwinana Freeway	3 km
Roe Highway	4 km
Armadale Road	2 km
Railway	3 km

Business and Employment

Jandakot City	3 km
Cockburn Central	4 km
Perth CBD	23 km

Public Services

Cockburn ARC	5 km
Cockburn Health Centre	5 km
Murdoch health campus	11 km

5. Planning Legislation and Policy Constraints

Residents are cognisant of state policies but do not have expertise to propose how planning applications can be framed to be compliant with them. Mindful, though, that Stockland and Schaffer have made successful planning applications, residents see no reason why further changes to Jandakot and Treeby rural land use cannot be compliantly made.

City of Cockburn planners are well aware of how changed land uses can be compliant with state policies, particularly in the Jandakot and Treeby area. Residents look to the City to provide expertise in framing in a compelling manner the residents' Vision and promoting it to the WAPC and to state government. However, several policy constraints may be overcome, as the precedents below indicate.

5.1. Aircraft Noise

A number of properties at the western end of the rural areas from Coonadoo Crescent to Dean Way are within the 20 to 25 ANEF noise contours. According to state planning policies, this restricts the types of constructions permitted. However, as Stockland and Schaffer have demonstrated to the satisfaction of the WA Planning Commission, careful planning of land use, memorials on land titles, and appropriate building specifications can facilitate compliant urban, commercial, and light industrial developments.

5.2. Bush Fire Prone Areas

Bushlands in conservation areas are clearly prone to bush fires and are managed by the responsible agencies accordingly. However, as Cockburn's Treeby District Structure Plan clearly shows (eg Department of Housing and Perron lands), bush fire prone areas can be developed for Urban or Commercial use, provided the appropriate mitigation measures are implemented, including appropriate building specifications, land clearances, and planting fire resistant species.

5.3. Groundwater Protection

The current rural residential lands in Jandakot and Treeby are zoned P2, Risk Minimisation, according to the state planning policy. However, other lands now zoned for Urban use in the Metropolitan Region Scheme are zoned P3, Risk Management. The first such zoned were the suburbs of Atwell, then Aubin Grove, and recently Stockland's Calleya development. Cockburn's own Treeby District Structure Plan anticipates Urban Treeby will be similarly zoned P3. This demonstrates that the Urban or Commercial use of Jandakot and Treeby's current rural land can be compliant with state planning policies, provided appropriate risk management measures, including deep sewerage, are put in place.

5.4. Well Head Protection

Several current wells extracting water from the Jandakot Mound are in the Urban areas of Treeby and Atwell. They demonstrate that, with appropriate management, well heads in all areas of Jandakot and Treeby can be protected from contamination.

5.5. Geomorphic Wetlands

Jandakot and Treeby's rural residential areas include patches of wetlands. None contain open water and most are just boggy in the winter months. The conservation value of such patches is not yet determined but this did not prevent large areas of nearby Piara Waters from being filled with thousands of truckfuls of sand prior to Urban and Commercial development. As appropriate, some wetlands can be retained and made natural features within surrounding developments.

5.6. Bush Forever

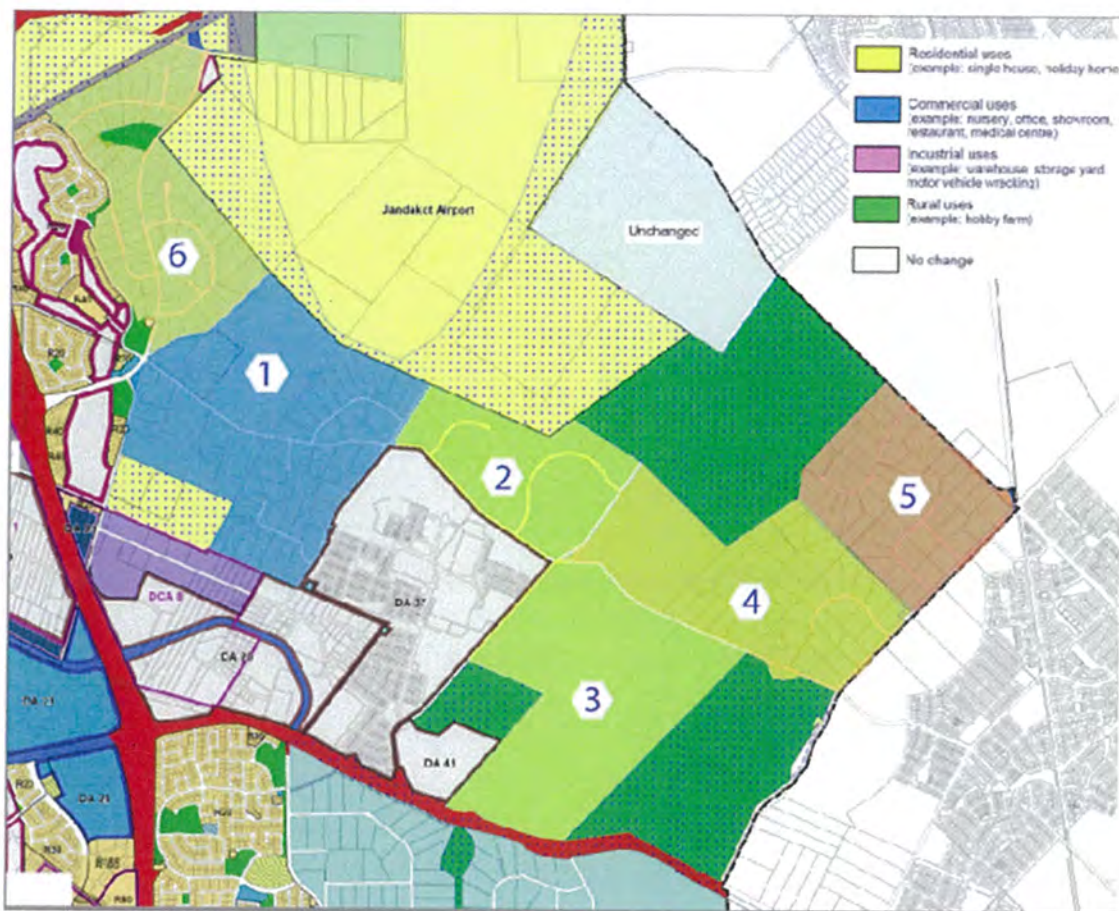
None of Jandakot and Treeby's rural residential areas are designated 'Bush Forever'. It is notable that Bush Forever site 390 is curtailed in Cockburn's Treeby District Structure Plan, indicating that Urban use can be made of such areas, provided that suitable offsets elsewhere can be applied.

5.7. Remnant Bushland

Most of what remains of Jandakot and Treeby's rural ambience is its remnant bushland. However, only about half of the area is woodland and on many rural properties only scrub remains. Cockburn's Treeby District Structure Plan shows that Urban or Commercial use can be made of remnant bush land (eg DoH and Perron lands).

6. Vision for Jandakot and Treeby's Rural Areas

Residents have considered the future of the 6 areas indicated in the map below. Drawing on their first-hand experience of managing their rural properties, residents make several suggestions as to how their land could be developed and yet remain within state planning policies.



6.1. Area 1

Developments on land within the Airports' 20 and 25 ANEF noise contours must be compliant with State Planning Policy 5.3 - Land use planning in the vicinity of Jandakot airport.

The land is surrounded by commercial and industrial developments to its south, by dense urban to the east, and to the north by the commercial and industrial developments of Jandakot City and Schaffer. The major intersection of the 4 lane Jandakot Road with Berrigan Drive and its ready access to the Freeway makes Area 1 suitable for urban, commercial, and light industrial use.

Schaffer has already shown that its development of part of the area can be consistent with state planning policies. Stockland has shown at Calleya that wellheads can be protected even when surrounded by dense housing. Other developers with sufficient expertise and resources would likewise be able to make compliant proposals.

6.2. Area 2

With its excellent transport connections to Jandakot Road, Fraser Road, and Solomon Road and being adjacent to the Calleya urban development, this area would suit Urban use. Most of the land is outside of the 20 ANEF contour. The small area within that contour could be made public open space.

Some remnant bushland is recorded for the area but, as the Schaffer development has shown, this could be remedied by offsets elsewhere.

Some of the land in the area is boggy during winter but as the developers of Piara Waters have shown over a wide area, infill with quarried sand would overcome this drawback.

6.3. Area 3

Almost all of this area is shown already in the Treeby District Structure Plan for urban residential use. The rural pocket of Skotsch Road is an anomaly that would be squeezed between the Treeby urban development to the south and to the north by the busy and noisy 4 lane highway of Jandakot Road that is 3 metres above the Skotsch low-lying land. The rural amenity of residents would then be non-existent.

The Metropolitan Region Scheme shows the whole area zoned Rural but already the Treeby District Structure Plan demonstrates that this zoning can be changed for urban residential use, even if there are pockets of 'bush forever' and 'declared rare flora' within it.

6.4. Area 4

The continuous urban and commercial pressure on the Treeby rural land from 10,000 nearby residents (and even more in Piara Waters, a pressure that must not be ignored by state planners) and 20,000 vehicle movements daily is eroding Area 4's rural amenity such that within a few years it will be non-existent.

A property developer is currently preparing plans to develop the 41 hectares of 367 Jandakot Road for residential housing. This will add further to the urban pressures on rural properties to the east.

Area 4 includes no over-arching constraints to rezoning for urban residential use. Its transport links are better than those for Piara Waters and it would be inconsistent of planners to consider land east of Warton Road in preference.

6.5. Area 5

Like Area 4, Area 5 will lose its rural amenity within a few years and for the same reasons, it should be zoned for urban use.

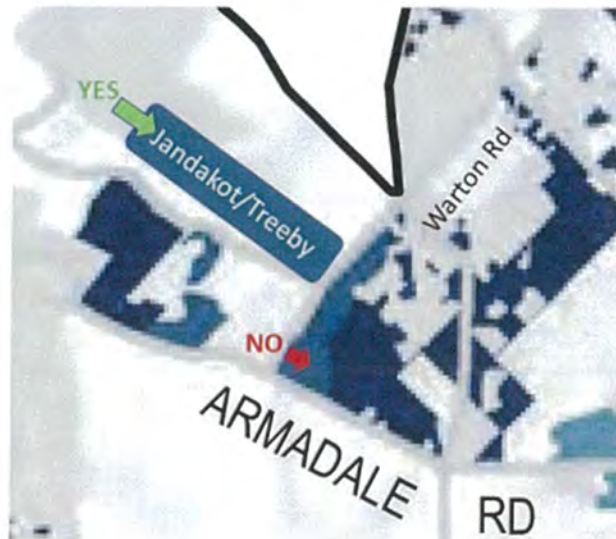
6.6. Area 6

Straddling the 4 lane highways of Berrigan Drive and Pilatus Street and adjoining the Jandakot City commercial precinct, the rural amenity of Area 6 will be squeezed out of existence within a few years. With its good transport links to the Freeway and the Roe Highway, it should be zoned for Urban or Commercial use. Stockland has shown at Calleya that wellheads can be protected even when surrounded by dense housing.

7. Designate Jandakot and Treeby for Urban Investigation in Perth@3.5million

Jandakot and Treeby's rural amenity will have gone entirely within the next 10 years, which is less than half of the planning horizon of *Perth@3.5million*. It is essential, therefore, that the WAPC recognise the reality of the unrelenting pressure on Jandakot and Treeby's rural areas and their residents and now investigate them for future Urban or Commercial use.

For their good transport links alone, the rural areas of Jandakot and Treeby are much better candidates for Urban or Commercial use than the land identified in the draft *Perth@3.5million* proposal on the eastern side of Warton Road at the junction with Armadale Road. Residents urge the WAPC to amend its plans accordingly.



Source: WAPC 2015 South_Metro_Peel_Sub-regional_Framework page 54 – Urban Staging

8. Promote the Vision the WA Planning Commission

Rural residents are keenly aware that their escape from the planning blight lies in the WAPC recognising their predicament and assigning the rural lands north of Armadale Road and between Berrigan Drive and Warton Road for 'Urban Investigation' in the soon to be finalised *Perth@3.5million* Perth and Peel strategy.

Residents urge the City of Cockburn promptly to champion their Vision at the highest levels of the Commission and government.

Appendix 2: Online submission form August 2017 – four respondents

1	I think the area should remain rural, with very limited development
2	I feel strongly that the plan in the current format does not work. I would like to see Jandakot Rd closed at Solomon Rd and the property between Solomon and Berrigan drive rezoned for industrial/commercial in keeping with the surrounding area, of Cuttler Rd the airport and now shaffers property. and Jandakot Rd to Armadale Rd residential but large blocks nothing smaller than 1 acre this stops the trucks in residential areas protects the wet lands and wild life. and makes all industry in one area. Solomon Rd could then be opened towards the airport to make more traffic flow.
3	I attended the council meeting on 31st July 2017 and was shocked to find that the council has intentions on developing the area from Berrigan Drive to Fraser Road in Jandakot. This is a large area of land and how was it decided to take this area? We built our home in Cessna Drive in 1996 and have lived here ever since that time. We do enjoy a beautiful semi-rural existence caring for the environment and conscious of the precious ground water. Our street and our land is a haven for the beautiful Carnaby's and Forest Red Tailed Black cockatoo and we often have flocks of cockatoos in our trees. We are a haven for many other birds including several pairs of galahs who nest in our paperbark trees every year. We and our neighbours are home to bandicoots, goannas including a racehorse goanna who lives under our shed. We are home to owls and moaning frogs who often keep us awake at night. I was saddened and dismayed to listen to plans to develop our area into small block affordable housing. Surely if you are interested in protecting the environment you will reconsider this plan and follow the plans of cities, especially in Europe, who develop high density housing leaving the more regional areas alone. Leaving corridors of environment is no match for the environment that already supports these endangered birds and small creatures. We were told of the importance of living on the Jandakot Water Mound and now it seems the boundaries are changed to suit developers who plan to make a lot of money out of the dispossession of the land of others. Not everyone is suited to live on a semi-rural block but for those who have made that decision and invested heavily there should be consideration. Perth's population is not growing as quickly as stated and many people have chosen to leave Perth. Why destroy the chosen lifestyle of the Jandakot people living the semi-rural lifestyle to create housing blocks that may not be needed for many years to come. I ask the council to reconsider the taking of our homes and complete works already in progress before marking the remainder of Jandakot including Cessna Drive.
4	I have not received a proposal. We have viewed the maps. We would prefer to have our block at 287 Jandakot Road rezoned to an urban or development zoning as the rural amenity of the area has already been lost due to road upgrades and residential development within the area. Our property is ideally suited for development given its close proximity to Perth and other proposed development and development amenities within close vicinity to the property Given its close proximity to Perth and transport it would also help to contain urban sprawl as it is an infill area. Issues relating to development can be addressed as they have been with other developments within the area We would like our area to be rezoned for development as soon as possible

Jandakot planning: Input into Perth and Peel @3.5 million

Comment on Cockburn

Jandakot: Input into Perth and Peel@3.5 Million

Survey

This survey provides your opportunity for input into planning for Jandakot. It asks a series of questions, related to maps which you can find on this page.

1. In relation to Map 1, do you think the strategic importance of Jandakot Airport should be supported in the need for it to be recognised in the planning of the region? (Choose all that apply) (Required)

- ☐ Unsure
- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree

2. Please explain your views with attention to the details referred to in Map 1. For example, if you consider Jandakot airport to be strategically important, how do you consider surrounding land should be planned to protect such? (Required)

3. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area? (Choose all that apply) (Required)

- ☐ Unsure
- ☐ Yes
- ☐ No

4. Please explain your view with attention to the details referred to in Map 1 (Required)

5. In relation to Map 2, do you think the State Government's 'Planning in Bushfire Prone Areas policy' has been successful in achieving an appropriate balance between bushfire risk management measures, biodiversity conservation values, environmental protection, biodiversity management and landscape amenity? (Choose all that apply) (Required)

- ☐ Unsure
- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly agree

6. Please explain your view with attention to the details referred to in Map 2.
(Required)

7. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?
(Choose all that apply) (Required)

- ☐ Unsure
- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly agree

8. Please explain your view with attention to the details on Map 3. (Required)

9. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot? (Choose all that apply) (Required)

- ☐ Unsure
- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly agree

10. Please explain your view, with close attention to the details on Map 4 (Required)

11. Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement? (Choose all that apply) (Required)

- ☐ Unsure
☐ Yes
☐ No

12. Please explain your view with close attention to the details on Map 5 (Required)

13. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as a mechanism to protect groundwater quality?
(Choose all that apply) (Required)

- ☐ Unsure
☐ Strongly disagree
☐ Disagree
☐ Neutral
☐ Agree
☐ Strongly agree

14. Please explain your view (Required)

15. In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate? (Choose all that apply) (Required)

- ☐ Unsure
☐ Yes
☐ No

16. If you responded to question 15 with 'Yes', why do you consider such to be appropriate?

17. If you responded to question 15 with 'No', in consideration of the overall planning issues needing to be balanced as shown on Map 10, what different land use would you consider to be appropriate?

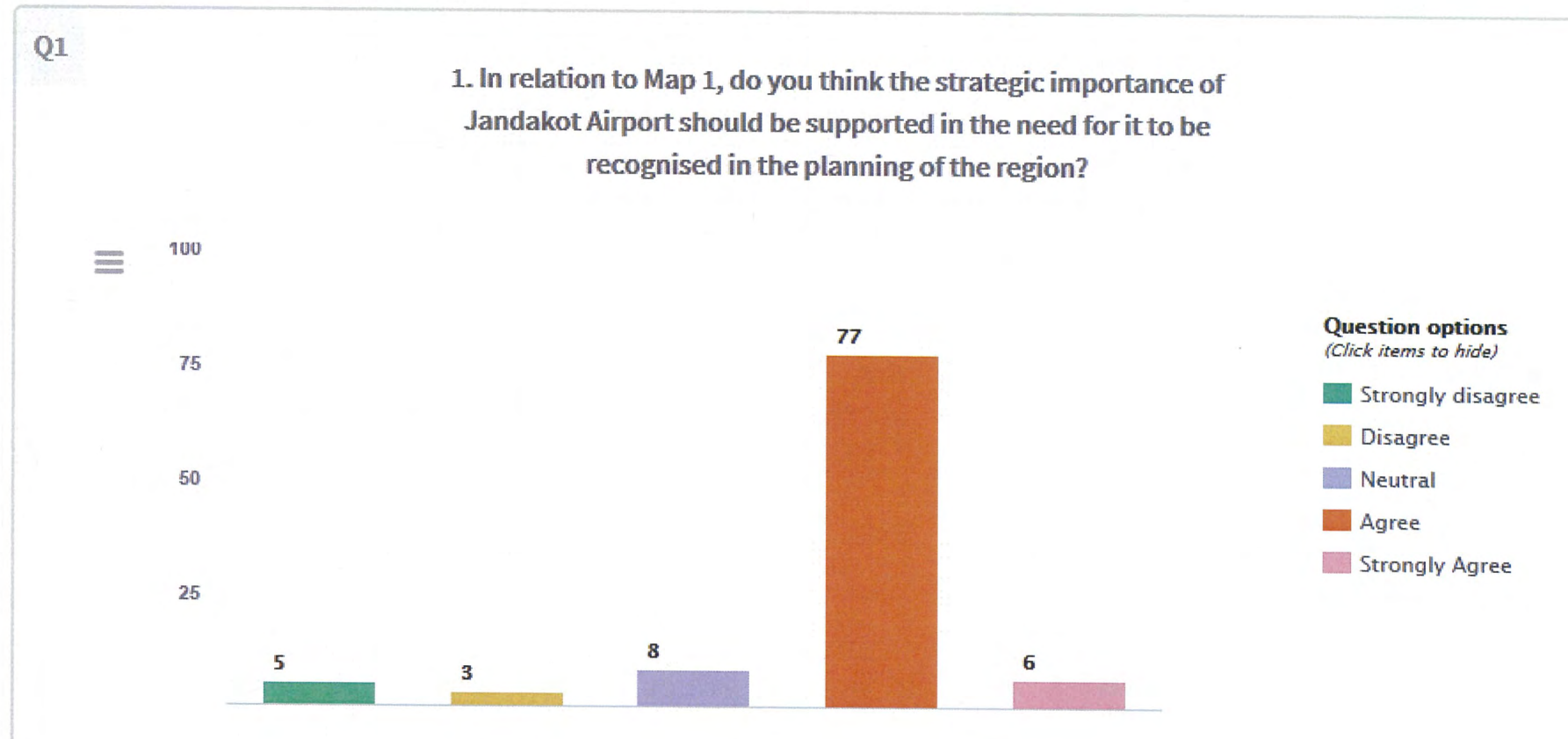
18. Please provide any comments

Note: Answer this question if it applies

19. Please upload any documents

Appendix 4: Online survey results August 2017

A total of 103 residents provided input via the survey. Not all residents answered every question.



2. Please explain your views with attention to the details referred to in Map 1. For example, if you consider Jandakot airport to be strategically important, how do you consider surrounding land...

1	Not protected as they (the Commonwealth Land?) can do what they want with it with total disregard to anybody else - self interests \$\$\$\$\$
2	Yes it should be considered. But it hasn't grown as fast as projected, so perhaps the ANEF needs to be reviewed to reflect actual airport activities.
3	Jandakot airport impacts everyone within several kilometres of its area with truck noise, warehouse operations noise and plane noise it has to be considered. It is an added developed pressure on Treeby and Jandakot. It has cleared land; flora & fauna
4	Question not relevant to residents' Vision
5	The surrounding land should be left rural as best option or rezoned commercial
6	Buffer Zone for noise abatement.
7	Virgin Bush Land
8	??
9	Long term the airport should relocate. If the airport required a "buffer" zone perhaps they should not have cleared and developed all the land on their site. The noise levels of traffic on Jandakot Rd is worse than the aircraft noise.
10	Jandakot airport is relatively small, and based on publicated report, over the last 10 years Jandakot airport traffic has been reducing substantially. So I suggest constraint should only be given to the immediate adjacent area, not the whole region.
11	xx
12	Location of airport crucial for emergency services (RFDS, Firefighting planes, rescue chopper). Area needs to be free of housing estate due to safety purposes of aircraft taking off & landing & security.
13	Buffer zones
14	The airport should be treated similar to bankstown airport in NSW and higher density zoning should be allowed closer to the airport. Because urban sprawl is terrible for the environment, long travel times no community. we need higher density development.
15	Jandakot City is already an industrial city. All lands nearby should be commercial and industrial
16	Jandakot City has created a commercial and industrial areas, Employment opportunities. Hundreds of hectares are industrial , businesses and offices
17	Jandakot City is going to be commercial/industrial area with employment opportunity for resident.
18	Jandakot airport is a significant development in the area, and has many impacts to local residents. JAC will not want

	higher density housing in the area, significant buffers should be left in place by use of rural properties.
19	Its a regional airport, So there needs to be a higher density population around it.
20	Without doubt, JA is the most significant area of land in the survey area. The surrounding area needs to act as a transition from urban to Airport and the current 2HA lots fit this bill. They also offer a vegetation barrier which absorbs noise
21	We tolerate aircraft noise as it is tempered by birdsong and a feeling of open space, the resource zone protects the airport from noise complaints and the remnant vegetation helps shield urban development from the noise. Safety should also be a factor.
22	Jandakot Airport was here long before we were, when we bought we knew how close it was, at first we didn't know how much development would happen there, we expected only aircraft noise, but for the past 10 years or more we've known about the industry.
23	They shouldn't get to control the land around them, but we don't need any more development near the airport.
24	See our separate submission under Light Aircraft Noise. Also specific consideration for Zones A, B, C and G. However it appears that the airport now takes a secondary priority below the massive commercial developments by Jandakot Airport Holdings.
25	So close to Perth with trains station Cockburn should be allowed turned to more dense zoning, with more public transport, so Perth won't be called city of car
26	Yes, but to maintain and improve RFDS and the training of pilots only, and no expansion of the runways
27	Even though Jandakot Airport may be strategically important, the surrounding areas should be utilised to their maximum potential as areas surrounding other airports locally and nationally.
28	Jandakot Airport was here when we first bought our property and we believe we can co-exist as many other airports and nearby residential housing exist.
29	So close to Perth with train station Cockburn should be allowed turned to more dense zoning,with more public transport,so Perth won't be call city of car.
30	Jandakot Airport does not provide any benefit for residents so should not be taken into consideration for planning changes.
31	Yes the airport is important and the adjacent land use ie special rural is already incompatible
32-35	Even though Jandakot Airport may be strategically important, the surrounding areas should be utilised to their maximum potential as areas surrounding other airports locally and nationally.
36-91	See Question 18

Q3

3. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?



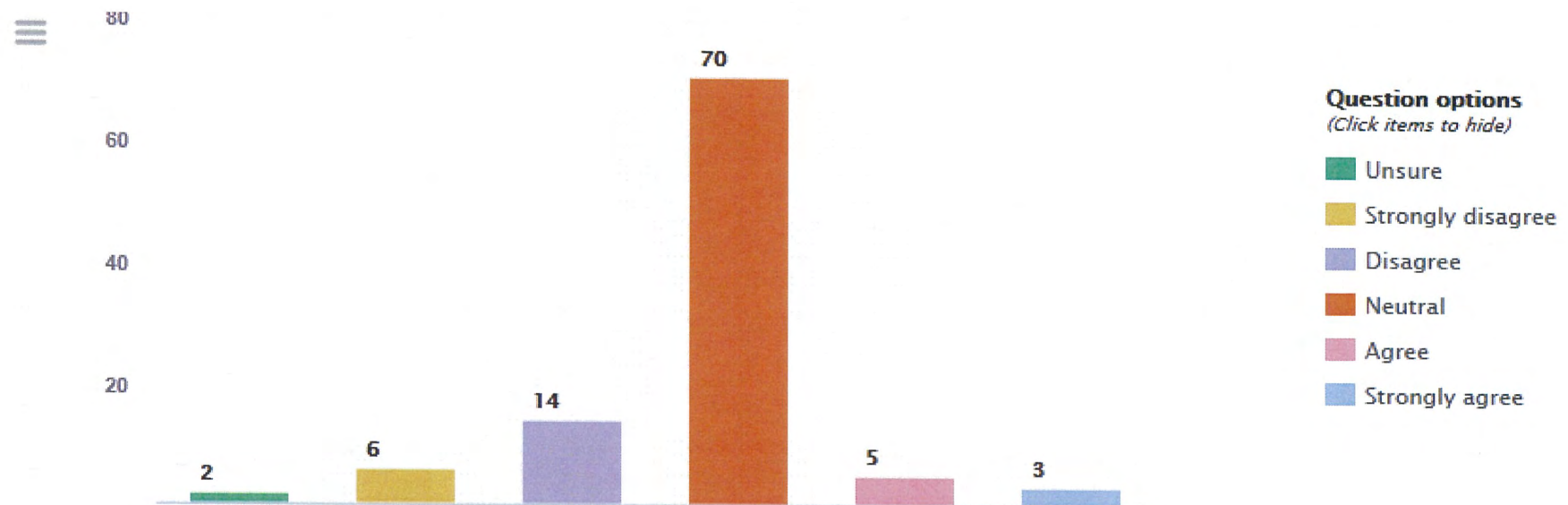
Question 4. 2. Do you consider that the State Government's 'Rural Planning Policy' has been successfully implemented in the study area?

1	I live on Peppworth Place, smack bang in the middle of everything, every thing affects me
2	I'm not too well versed in this policy nor live in a rural setting so can't really answer yes or no. However I think more needs to be done to protect the rural communities, livability, culture.
3	First time we were ever aware of it. So why has the geographical area been expanded to capture the affected areas?
4	Question not relevant to residents' Vision
5	No as there has been significant development in the past 5 - 10 years
6	The Rural Planning Policy has been successful and should remain without change.
7	Treeby was an old Sandpit previously, just like my land was (is) but now it is being rezoned after all the new housing has gone in
8	??
9	Not enough consideration given to specific holdings - land that has already been cleared should be considered for rezoning. Urban infill should be a priority in these areas to utilise surrounding infrastructure.
10	The whole subjected area consist of pretty much all small 2ha land for residential living purpose only. With continue development taking place in nearby or surround area, I suggest the subjected area no longer fits into rural area in general terms.
11	People need land to live
12	xx
13	Treeby housing estate should not have been allowed with so many houses. Area should have remained 5 acre lots. Don't let it happen again in Cessna/Fraser Road.
14	The policy objectives is to facilitate rural land uses like primary production, to my knowledge there are no primary production in the Jandakot area. rendering this zoning to be superfluous.
15	It has overall planning views. Cannot do on piece meal basis. Stucture plan for all areas
16	State planning has not taken overall planning for whole areas of Jandakot/Treeby areas. Need a total strcural plans for the areas especially north of Armadale road
17	It has been ad-hoc basis with no overall plan for the area
18	The area contains significant rural land holdings, zoned resource which is compatible with the intent of the Rural Planning Policy to protect rural environmental and landscape values.
19	Rural was successfully implemented, but we need to have a higher density population around this area now.

20	We need alignment with the WAPC and deter incompatible land use around the immediate vicinity of the airport. The current use aligns nicely with State Planning Policy 2.5, section 5.3. Importantly - environmental value isn't compromised
21	This area fits perfectly into this Policy as it ensures biodiversity protection and natural resource mgmt. As per the policy it sites rural living adjacent to urban areas with access to health, education and recreation. The Resource Zoning should remain.
22	We love the we can live on a big block, close to the city and to shops and schools and be able to protect the environment and the groundwater.
23	It is a beautiful area where we have been able to build a large home surrounded by bush and gardens while still having all the benefits of suburban life, this fits with the rural planning policy for protecting the environment.
24	Our "rural" amenity has not been protected. Incompatible developments have been allowed with no buffer zones (Precinct 6) and uncoordinated and ad hoc land uses approved (Schaffer and Stockland / Calleya).
25	The rural planning need update new technologies in agriculture land, not apply in map1
26	In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects.
27	In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects.
28	the rural planning should apply new technologies in agriculture land ,not in Map 1
29	One of the objections of the planning policy is the protection of rural land. How does Calleya meet this objective?
30	Merrit Rd is a great example of an unsuccessful implementation a few hundred metres from a runway and under the path of the Helicopter circuit!
31-34	In relation to SPP 5.3 there has already been major changes to land use on the airport land (Priority 1) suggesting that additional land uses like commercial, mixed business and urban can co-exist next to the airport without any detrimental effects.
35-91	See Question 18

Q5

5. In relation to Map 2, do you think the State Government's 'Planning in Bushfire Prone Areas policy' has been successful in achieving an appropriate balance between bushfire risk management...



6. Please explain your view with attention to the details referred to in Map 2.

1	No answer for this
2	Yes for some areas, but don't understand why the Cockburn special fire burn area includes additional rules to State Government for blocks under 1000sqm.
3	Wheres map 2? Not in order....you make this survey difficult to follow. But from my experience fire prevention mitigation is good.
4	Question not relevant to residents' Vision
5	not sure what is meant by this as if the area is turned into commercial or urban there is no longer a bushfire risk? I live next door to the commercial area around jandakot airport, obviously the bushfire risk has considerably reduced now
6	Bush fires have been controlled with the placement of fire breaks around special rural properties and we have had no major fire in 20 years.
7	No they have taken all the bushland away from Treeby and put in grassland BBQ areas
8	??
9	Allow landowners to manage bush fire risk on their propeties and properly resourcing volunteer fire brigades would be more effective than 50 pages of policy
10	Calleya was allowed to be constructed right inside a huge bush fire prone areas. State Government should allow further development in this area to reduce fire risk to existing residence.
11	xx
12	Their track record in this area is a joke
13	Haven't studied the policy, but I know we live in a high bushfire area, which puts housing estate and airport at risk. We don't need more houses in Cessna/Fraser Road area.
14	The bush density has not been taken into account in the drawing up of the bush fire prone areas.
15	Bushfire care should be provided. land own by state should have reduction on fire loads
16	state property not well care for, Small holders of 5 acres are penalised for all rules /penalties
17	Penalise of small land owners not taking into consideration corporation such as Jandakot city which has cleared large area of land without any penalties.
18	The area does have bushfire risk due to its rural aspect. Rural owners are aware of this and accept the management requirements. Clearing the land is not an acceptable soultion to reducing fire risk, it is currently managed.
19	Putting a highway through rural land is not good for biodiversity of flora and fauna. establish a proper reserve and have higher density residential building to combat urban sprawl.
20	If you conserve bushland to protect Perth's underground water supplies, there is the fire risk. The risk of fire is less than the

	risk of water contamination if the zoning changes to higher density urban dwellings that then become extremely vulnerable.
21	Individual landowners have created fire breaks & fire minimisation/management plans which should aid in fighting fires in adjacent bush forever sites. Remnant vegetation is contained within firebreaks and areas within building envelopes are cleared.
22	As was shown in bushfires in Canberra and in rural towns, no-one is immune from the effects of bushfires, even if we were to be rezoned, the houses/businesses would be at risk due from the bush in Jandakot regional park and the corner of the airport
23	We all worry about bushfires, but have plans in place to prepare and act. These were effective in the Banjup fires and we hope they'd be equally effective north of Armadale Rd.
24	less than 2 hectares which are less dense and don't propose a bushfire threat
25-30	SPP 3.7 does not address the Bushfire risk to neighbouring areas as rural areas next to residential areas are an immediate fire threat especially during the summer months when bushfires are prone to take place in the area.
31	less than 2 hectares don't propose a bush fire threat
32	Currently, neutral however have not had a significant bush fire event near our property to determine its effectiveness.
33	I haven't seen a bushfire in that area for 40 years so I don't think there is a bushfire risk to manage. If biodiversity conservation values, environmental protection, biodiversity management doesn't seem to get consideration?
34-91	See Question 18

Q7

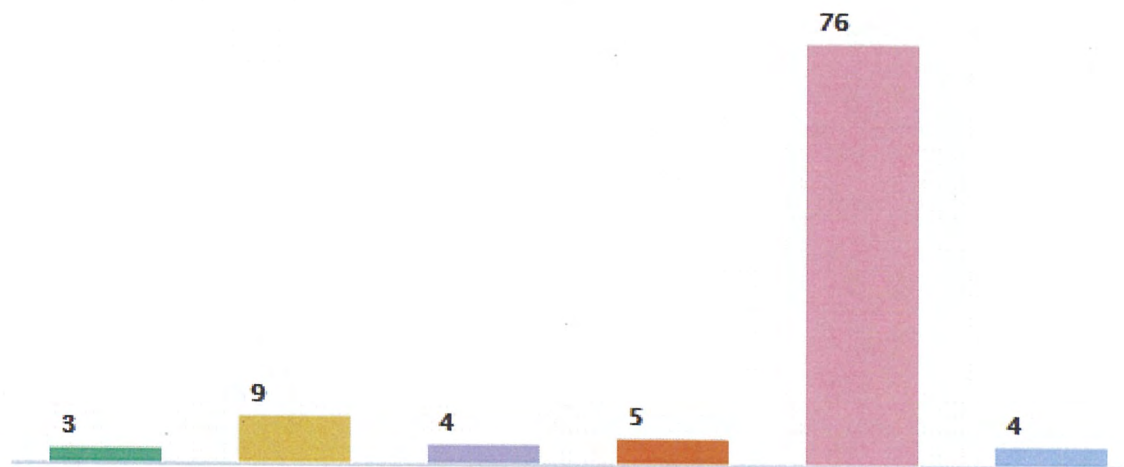
7. In relation to Map 3, do you consider the broad list of State Government documents is adequately working to protect public groundwater drinking sources?

100

75

50

25



Question options
(Click items to hide)

- Unsure
- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

8. Please explain your view with attention to the details on Map 3.

1	I live on an old SAND Mine, yet they can build what ever they want on the other side of Solomon Rd in Treeby
2	It needs to be updated. Doesnt mention DWER's allocation plan for the area and other water users. I think the community needs to be informed that Calleya is a "trial" agreed by WAPC to see if urban development could safely occur in changing a P2 to a P3
3	They appear to be. But then they allow a service station to be built on top of it. Then put drainage swales immediately adjacent Armadale Rd with no protection; so there is a lot of lip service
4	Question not relevant to residents' Vision
5	not sure as to the impact on groundwater due to new commercial subdivision all around Jandakot Airport
6	Ground water is precious and should be protected from small density living as is occuring in recent years. Perth has a shortage of reliable drinking water therefore the jandakot groundwater should be protected from increased housing infill.
7	No, because somehow the water boundary keeps changing on the map (according to \$\$\$???) but somehow nature seems to know where these new boundaries are.
8	Why is there a WASTE COLLECTION DEPOT on CUTLER ROAD leaching into the soil, and ultimately the ground water ???
9	Recent developments on priority water areas have demonstrated that these areas can be protected, Calleya Estate being an example.
10	Large land in this area have been reclassified to allow intensive development, such as Calleya.
11	If you value water you dont build houses on it
12	xx
13	Put a housing estate in Cessna/Fraser Road area & ground water at risk. We have restrictions (how much we water, changing oil in vehicles, number of large animals. use and storage of chemicals) Hundreds of houses will affect most of this.
14	The government has sufficiently protecting public ground water, however more investment needs to be put into water treatment and recycling to meet and secure the water needs of the future.
15	adequate monitoring, to allow development
16	good monitoring process. many monitoring wells for contamination
17	Limiting high density population and commercial developments over sensitive groundwater areas reduces the risk of polution of this extremely valuable resource. Resource zoning already has restrictions in place to ths effect.
18	underground water source is being protected but more needs to be done to have a sustainable water source such as recycled water treatment.
19	P2 = low risk development and needs to be retained. Remnant vegetation also plays a vital part in the equation and should also be retained. It is clear, there are many lots in the survey area that hold very high water conservation values.

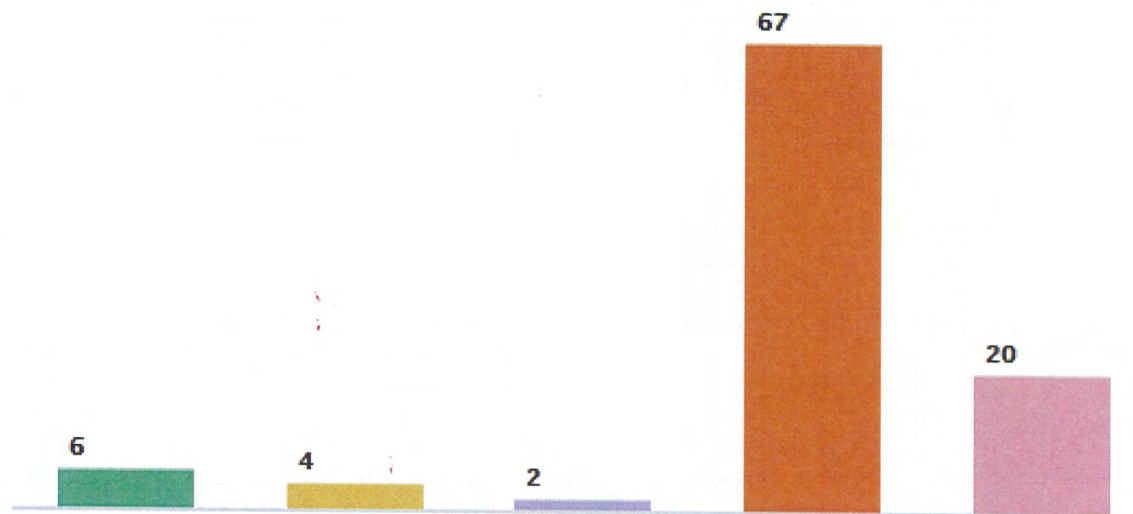
	Currently mainly land already degraded by sand mining is being developed in the area, wellheads, bushland and wetlands are protected. P2 areas adjacent to P1 catchments should be retained not downgraded, Groundwater quality must be maintained.
20	I think current developments are risking our groundwater, we need to stop industrial, commercial and further residential development on Jandakot Water Mound until we see the long term effects they are having on the quality of the ground water. I've questioned for years why they are allowing so much development on Jandakot Water Mound. Surely we should be limiting the number of houses, businesses and pollution in this area, not adding to it.
21	In relation to SPP 2.7 it has been demonstrated that risk minimisation can be achieved effectively by sewerred lots rather than septic tanks.
22	Updates some well not use in 20 years
23	We strongly believe that by having sewerred lots instead of septic tanks as is the case now will be environmentally safer. update some well 20 years not been used
24	The study of Calleya determined that it poses low risk to the ground water and as such a study should be completed to investigate potential impacts to rezoning the study area to P3
25	All of the properties in Priority 2 areas have septic tanks. The Priority 1 area is not the actual boundary of the groundwater so they are not protecting all of the groundwater see Dames and Moore study.
26-30	In relation to SPP 2.7 it has been demonstrated that risk minimisation can be achieved effectively by sewerred lots rather than septic tanks.
31-91	See Question 18

Q9

9. In relation to Map 4, do you consider there should be strict controls on the storage and use of potential contaminants in priority public drinking water areas like Jandakot?



80
60
40
20



Question options

(Click items to hide)

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

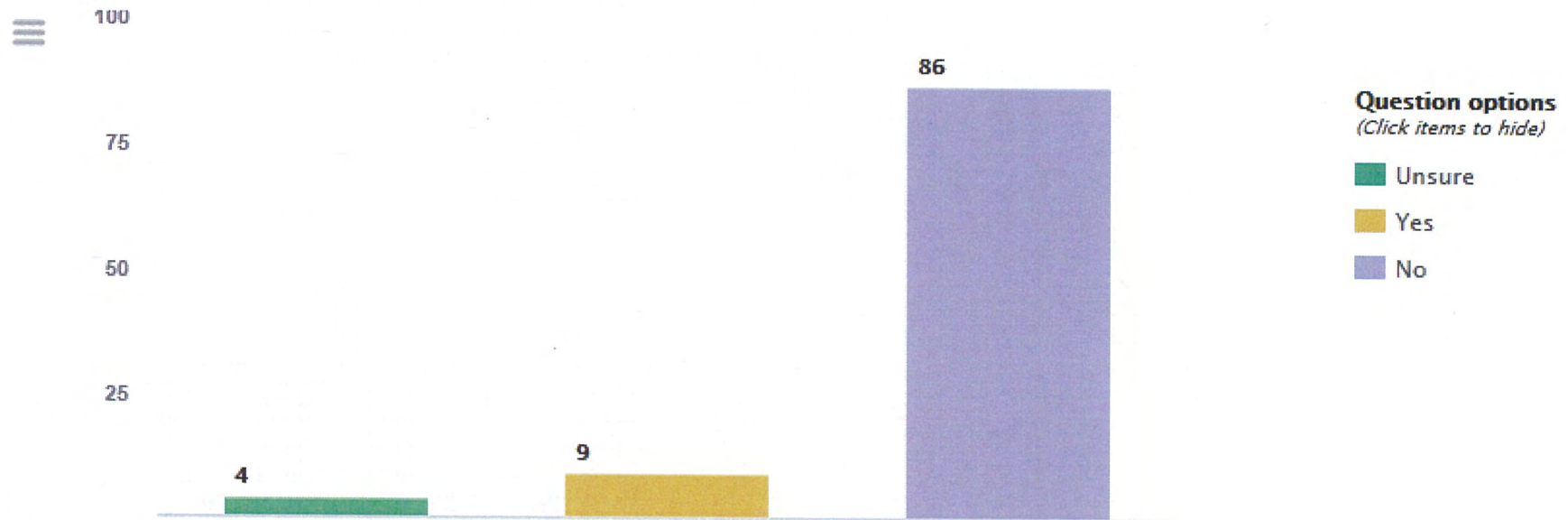
10. Please explain your view, with close attention to the details on Map 4

1	yes - new petrol stations etc....
2	We need to protect all of our the state's water resources, esp when they are used for public drinking water supplies
3	Obviously
4	Question not relevant to residents' Vision
5	commercial properties will inevitably bring chemicals not suited to the water mound
6	Strict controls must be followed and housing infill restricted as well as industrial developments to protect our groundwater from potential contaminants.
7	Any form of unwanted / unexpected leaching would not be good
8	??
9	Strict controls of course, prohibition not necessarily.
10	Potential contaminants in priority public drinking water areas should always be controlled. But doesn't mean it's contradicted to development planning. Different level of development should have corresponding level of control measure.
11	xx
12	Its just a matter of time for a contamination to happen
13	Put hundreds of houses here and you can't control the area adequately. A few 5 acres blocks easy to manage and we love where we live and will do anything to protect it.
14	Already taken care of through NEPM 2006 for the relevant zoning. The well heads are buried sometimes 2 km underground. The time it takes for surface level contamination to dissolve through the ground into the water is negligible
15	Control of land usage and monitoring
16	Why is Jandakot City allowed to do what they do? Where is monitoring on jandakot City
17	Schaffer developments & Calleya are allowed to proceed to develop their property while smaller lot land area are penalised.
18	I would support the lowest possible development near these areas, and catchment zones.
19	No We need a water treatment plant as well as grey water systems in every house for new development.
20	The current zoning is the best form of preservation of the groundwater and takes the appropriate action with wellhead protection zones that should remain.
21	Yes, but not just in wellhead protection zones, potential contaminants should not be kept on our sandy soils over the groundwater.
22	Please dont use current developments potential impacts as an excuse to create further hazards.
23	We risk contamination of the whole aquifer from industrial chemicals, fuels and from fertilisers with the increasing

	development on the water mound. Once it is polluted we've lost this resource forever.
24	Stricter controls than current. What happens if the ground water is contaminated?
25	more investment into sustainable water sources such, as recycling plants are required.
26	Industry should be carefully monitored for contaminants
27	South of our property there now exists heavy industry which will be contaminating the water mound as we speak not to mention the huge commercial development around the airport.
28	more investment into sustainable water sources such ,as recycling plant.
29	Majority of the study area does not sit within wellhead protection zones.
30	As a matter of course
31-36	In relation to SPP 2.3 & 2.9 the uses that are already in existence and have been for at least a decade have already proved to be contaminating the ground water. Most of the bores in the area have been shut down.
37-91	See Question 18

Q11

11. Do you consider the State Government's emphasis on protecting wetlands and requiring a '50 metre buffer' around wetlands in an appropriate requirement?

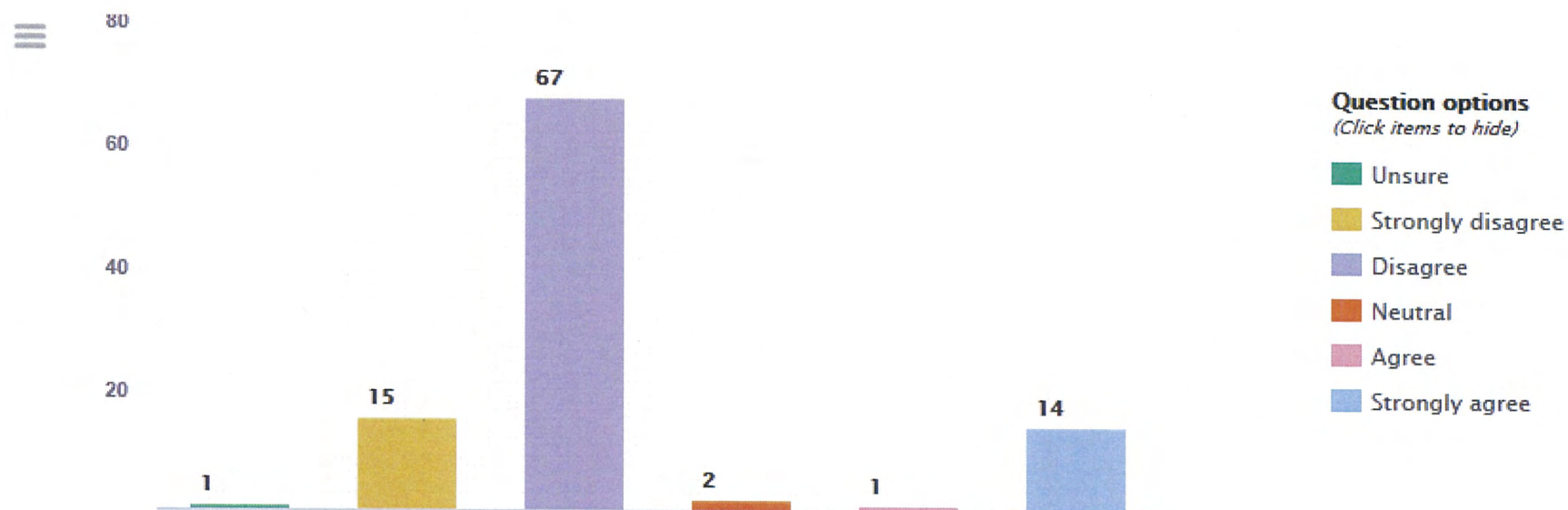


12. Please explain your view with close attention to the details on Map 5

1	yes
2	50 metres is good, but not sufficient unless you have really good management plans in place to deal with issues such as midges
3	is 50 metres enough?
4	Question not relevant to residents' Vision
5	the 50m buffer sounds good but there has been too much development over the rest of the area
6	Wetlands are vital to the whole ecosystem as is the protection of the land and groundwater.
7	No should be a lot larger
8	??
9	Some of the wetlands shown on Map 5 haven't seen water in the last 25 years - a 50 metre buffer zone around what?
10	xx
11	As per the area outlined in Map 5, the existing wetland boundary are questionable. Most area have dried out, and have residence on top.
12	Start with 200 meters
13	If wild life are involved area needs to be protected. If a 50 meter buffer is sufficient to protect wetlands then I agree it's appropriate otherwise it should be more
14	when properly cared for 25 m should be enough.
15	land owned by state are neglected
16-91	See Question 18

Q13

13. In consideration of the details on and referred to by Map 8, do you consider that State Government planning requirements should protect the existing native vegetation in Jandakot, especially as...



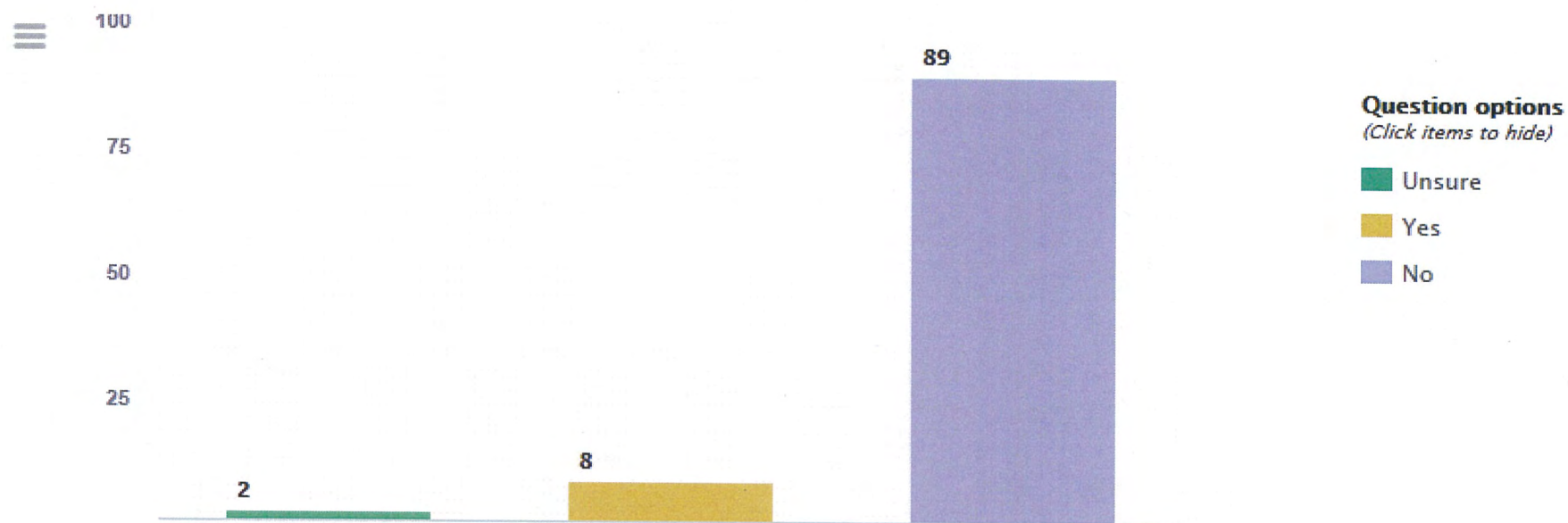
14. Please explain your view

1	Although it seems only the rural (Semi??) land owners seem to do this, council only seem to put in a park/bbq area in treeby
2	Love how you want to create corridors to connect the vegetation and reserves. As some of Perth IWSS production bores take from the superficial aquifer, yes- the native vegetation protects the water quality, acts as a filter and supports fauna
3	it has apparently been shown that urban areas can co exist in harmony as exemplified Treebys Calleya Estate, Atwell, Aubin Grove etc
4	Question not relevant to residents' Vision
5	It is obvious the bush would protect the groundwater although much of the bush has been removed recently (5 - 10 years)
6	It is vital to protect existing native vegetation as current land owners on special rural blocks have always been mindful of this relationship with the environment and the need to protect our groundwater.
7	Although it is a bit late now for Treeby
8	??
9	Map 8 shows "native" vegetation on our land which in fact are trees that we planted. While their may be a case for retaining some bush forever those areas that have been essentially cleared and used as paddocks should be exempt
10	Different measure can be implemented to protect groundwater quality.
11	When i was a boy i live on a 1000 acre block, its gone to houses,soon there will be nothing left
12	xx
13	Once this area's turned into hundreds of houses it can't be changed to rural or semi rural again. We have restrictions on clearing and development which protects ground water, native vegetation and native animals. Think of change in 30 years, not now.
14	The government should establish water recycle plants as well as higher quality urban design so that car pollution is reduced and foot traffic is increased.
15	Look at Jandakot city where hundreds of hectares are cleared
16	Discrimination between large operator and small holders. Jandokot City can cleared hundred of hectares without and descrination, Small 5 acre holders are subject to all stringent rules. look at Calleya Estate, all vegetation bulldozed
17	Why should the small land owners be responsible for the groundwater quality while major projects such as Jandakot City and Calleya are allowed to clear their land.
18	The area has been a significant contributor to the Perth water supply, and will continue to be so. Natural vegetation is critical to the quality of groundwater, not to mention wildlife. Concrete not so much.
19	More effective plant species need to be put into the area . as well as rehabilitating the area.
20	Other urban developments are on cleared land. Most of the survey zone is not and is critical to preserve water quality. Apart

	from being a corridor for fauna movement between bush forever sites, it also creates a unique residential lifestyle
21	To protect groundwater quality as well as ensuring the protection of biodiversity of flora and fauna. Cockburn has had a strong program of biodiversity conservation grants in this area, why ruin it now?
22	It shouldn't just protect the existing environment, as much of this area is good quality banksia woodland, or low lying wetlands with old melaleuca trees we should be improving and revegetating the existing native vegetation.
23	You only have to drive down the freeway, Armadale Rd, Nicholson Rd to see how much has already been cleared and filled. Even those of us on previously degraded land are trying to revegetate and help our native wildlife be recreating homes for them.
24	No detrimental impacts on water quality were identified due to clearing bush for Jandakot Airport or Schaffer development approvals. Any significant areas of bush cleared should be offset. See Zone B in our submission.
25	should be put on planting more vegetation and a wider variety of vegetation. Or sustainable building design
26	We don't believe that preserving extra vegetation will do anything to protect the groundwater. Besides there has been extensive development around the Jandakot area in the past years and hazardous chemicals have been contaminating the ground
27	should design planting to our need to control more or less.
28	Dont see groundwater quality at risk, therefore native vegetation within bush forever zone is sufficient.
29	There is very low grade native vegetation and I can't see how it protects the water quality.
30-34	Ground water quality is not determined by native vegetation. There are hazardous chemicals in use within the P1 & P2 areas that are not sewered. Pathogens, hazardous chemicals etc have been leaching into and contamination the ground water for decades.
35-91	See question 18

Q15

15. In consideration of the details on and referred to by Map 10, do you consider the current land uses in the study area to be appropriate?



16. If you responded to question 15 with 'Yes', why do you consider such to be appropriate?

1	Yes, but see below.
2	Wheres map 10? This is the most useless survey ever worded!
3	Question not relevant to residents' Vision
4	Ideally there is possibly to much urban and commercial development already
5	Refer to answers to questions 3 to 14 .
6	??
7	I can only speak for Cessna/Fraser Road, where semi rural should be protected especially as we border on bush forever. Semi rural will compliment and protect ground water, native bush, native animals and airport.
8	there is room to establish a medium density zoning along jandakot road.
9	structure plan by Banjup association should be taken into consideration
10	We need to look at overall planning for 5 acre as owners, being squeezed by industrialisation. All should be zoned commercial and industrial Schaffer Corporation will created a large industrial areas
11	Please refer to Banjup residential association submission as per attached. I fully support BRA views
12	The current zoning has a mix of commercial, residential and rural land use, consistent with the complex restrictions of the water mound and environment. It has been zoned resource for many years and with good reason.
13	Absolutely appropriate to retain these critical important stands of remnant vegetation. We can successfully develop around and amongst them to create incredibly desirable 2HA lifestyle lots
14	The current resource zoning is protecting the environment, providing a noise buffer to the airport and providing residents with highly sought after rural living blocks. Development can be screened out, we can't return our environment once it is destroyed.
15	Current residential and commercial developments are mainly on land that has been sand mined. It would be a terrible waste to destroy native bushland and put further pressure on the wetland environment by developing the current resource zone.
16	They protect the groundwater from further threats, are a noise barrier between suburbs and housing estates, retain vegetation and habitats and are a fantastic place to live.
17	There should be much less residential and more commercial
18-91	See Question 18

17. If you responded to question 15 with 'No', in consideration of the overall planning issues needing to be balanced as shown on Map 10, what different land use would you consider to be appropriate?

1	We are forced to keep our rural land bush / natural, at our cost
2	I believe as the rural amenity has been irrecoverably impacted that we need to consider urbanising appropriately to all of Treeby and Jandakot between Warton road in the East to The Freeway in the West.
3	Please explain why, Treeby was allowed to go ahead, and be reoned afterwoods, when my land is exactly the same, but with all the restrictions
4	As Calleya has successfully met all the planning criteria to allow development rezoning north of Jandakot would also seem appropriate
5	Residential development should be considered.
6	I am against all developments on a water mound
7	Zoning would be changed to mixed use along Jandakot road, specifically the land near the Prinsep Road and Jandakot junction
8	all land north of Armadale road be zoned commercial and industrial
9	We need to plan all the whole areas of Jandakot/Treeby, rather than piece meal by Calleya and Scheffer
10	Better mix of residential and park land need to be around the whole area. A school needs to be build, a water treatment facility.
11	Our map clearly shows how surrounding developments are destroying any "rural" lifestyle. However, this area has the strategic features that are critical for urban development under regional planning objectives. See detail in our submission.
12	should rezone more dense to make room for future need
13	Residential or Commercial
14	Rezoning of land from Special Rural, to residential or commercial
15-21	Seeing that Stockland have proved to be able to manage urban development in the P2 area without any incident, I think other P2 areas on the Jandakot Water Mound should be allowed to do the same by converting them to P3 as Stockland's site has.
22-91	See Question 18

18. Please provide any comments

1	I was one of the ones forced out of Hope Valley, came to live here, built a nice sustainable house. now am faced with a wall as I leave my street for the Treeby estate. My house (whole street) was built on the sand pit left here, same as treeby but I have restrictions on what i can and cannot do with my property. New subdivisions have kept the snakes away, but now bandicoots / wild life is disappearing now too.
2	I think discussion needs to occur around the urban and industrial encroachment on the semi-rural, rural communities in Jandakot. It would appear from the meeting on the 31/07 that some of these land owners are not satisfied with the proposed approach and either want to be able to take advantage of urban development or have more measures in place to ensure the rural community and lifestyle is protected. This would be a big strategic move i.e. one option (there would be many) for the rural areas to become urban would be to cease taking water from Jandakot Mound once groundwater replenishment is a success SOR, so Woodman Point area. But the wetlands and other natural features need to be preserve and protected now and for the future. So maybe the vision needs to consider enhancing the areas natural features (they are an asset not a constraint), liveability, wellness, community and connectivity.
3	Propose land to the immediate north of Calleya Estate and Skotsch Ct area be residential with a 200m POS buffer to the JAH land. Land to the west of Solomon Rd be residential with a 200m buffer of commercial/light industrial/POS to the Jandakot heavier industrial area. The remainder of land north of jandakot rd be commercial/light industrial. This will give some value for the land holdings and recognize the pressures placed on the special resource zoned land from encroachment of development and the heavier traffic on Jandakot rd.
4	Jandakot is of significance in the overall plan for Perth and good drinking water for all. By continuing to infill the landscape and ignore the importance of this precious groundwater, this commodity may no long be available to us. There are many other areas of Perth that could be earmarked for urban development. However, I feel to ignore nature and to continue with development of Jandakot and pretending that by leaving small tracts of undeveloped land we can preserve and protect our groundwater and environment is folly. Urbanization needs to stop in this fragile landscape and the council needs to consider the wider community and our need to protect our groundwater, our wetlands and our native flora and fauna.
5	It's a bit late after the fact(s) with no consultation (letter box drops??) to ALL the landowners in the Jandakot area. No Consultation about Solomon Rd or Peppworth Place
6	Why is there a waste collection depot on Cutler Road leaching into the soil and ultimately the ground water? Where do residents in Peppworth Place stand or even come into these plans considering they are nearly smack bang in the middle of all this?

7	Developments in recent years have significantly changed the rural nature of the area, in particular with regard to noise levels and traffic. Given these changes it would seem this area would be better suited to housing that is designed for a urban environment and particularly if some of that accommodation catered for people "rightsizing". To fully utilize infrastructure developments such as major shopping centres, railway stations and road developments it would seem logical to allow rezoning.
8	With Cockburn Central becoming a Activity Centre in the Perth south region, urbanisation and intensive development is continue to take place in surrounding area of Jandakot. Rural zoning is no longer a proper classification for this subject area. Continue to distinct and isolate it from surrounding urban area would means never ending issue from contradicted life in both world. Instead, allowing residential development but with proper control and restriction will enable the local government to plan better for this region as a whole.
9	If you cannot find the balance between nature and a concrete jungle, I cannot help you. It will be a dark day when your grandson asks what a banksia woodland looks like. I am sure you will have an answer.
10	I haven't had the education and knowledge to answer your questions adequately but I know we have lived on Fraser Rd for over 20 years and have struggled to protect our piece of land by abiding to the rules of clearing land, protecting ground water, planting more native trees. The road congestion will be enormous with more houses and the changes on Jandakot Rd will not be enough for the amount of residents. Wild life will become extinct (we have bandicoots, carnaby cockatoos, various native birds and snakes! living with us). Hundreds of houses means hundreds of cats! If necessary separate Cessna/Fraser Rd as planned for Skotch Rd and leave us semirural. Do not be influenced by Redacted who wants us to use numerous email addresses to get his point across. Four of us live in this house and we all want to remain here but we have only submitted one response. We expect change and you are doing your best to reduce the impact on us by using a road surface that will reduce traffic noice on Jandakot Rd. I can't see the houses in Treeby from where I live, so they don't affect me but some shops and buses in Treeby will be to my advantage. Consider the native wild life, consider the native bush and consider the ground water. We can't expect total peace and quiet so close to a major city but please fight for us to stay here. Redacted Once this area's developed, there's no turning back, so leave it as it is for now and perhaps in 20 or 30 years when there's no semi rural land left close to Perth governments can reconsider. The land may be necessary for the airport in years to come. Think of our lifestyle now and leave cessna/fraser road area, at least, how it is now. We will adapt to the changes on Jandakot Rd and Treeby and I'm looking forward to a roundabout at Fraser Road, if it makes the intersection safer. I think 2 or 3 roundabouts, a possible set of traffic lights at Soloman Rd and a reduction in speed limit will make Jandakot Rd less attractive to many motorists and they'll look for alternative routes from/to Warton Rd. Leave cessna/fraser road as we are now - semi rural!

11	Government plan for 3.5 Million by 2050, should be for Perth only (Not Peel) People want to live close to Perth, within 30 minutes, we are on the door step East ward Close proximity to Perth, access by Road freeway & Cockburn Central Rail, makes East ward area Perfect location for High density Living. Build on Cockburn Central theme, make the most of the Jandakot City Commercial Centre, Jandakot Park, PLAN to grow, Re Build South Lake, or we will be left behind.
12	We recognise that due to many irreversible factors, the amenity of our property, where we reside, and the rural lifestyle that attracted us to the area, have been severely compromised and the situation will only deteriorate. To this end, we would prefer our property, along with neighbouring parcels along Jandakot Rd, to be rezoned to accommodate higher density suburban residential development, ie an extension of the Calleya Estate, or where that is not feasible it should be rezoned commercial or light industrial. We share with neighbours the vision described in the attached document that states AREA 1, where our property is located, as being suitable for urban, commercial or light industrial use. We urge the City of Cockburn to champion the vision at the highest levels of the WA Planning Commission and government. Please note: This survey did not seem to require any registration or identification. We are not confident that it has been filled out only by those concerned. It could have been forwarded to all and sundry across the state.
13	All areas north of Armadale Road should be zoned commercial and industrial. We fully support the submission of Banjup Residents association. Please consider the voices of residents, BRA submission is fair and reasonable
14	The views of the 5 acre land owners are not being taken into serious consideration. We want the area north of Armadale road to be zone commercial/industrial.
15	<p>"I have been a landowner in the P2 zone for 20 years now and purchased our block on the knowledge that the zoning was based on groundwater protection. We developed our property along the way with several CoC Landowner Biodiversity Grants and successfully created new habitats for a whole range of native fauna. We appreciate the special qualities that living here presents as well as the great support from the CoC in sharing our passion to preserve and enhance the natural landscape. Some have said that our amenity is degraded and we are ""trapped"" between development on all sides. I disagree and if anything, with the developments around us, we are better served. Aircraft movements have decreased over time, Jandakot Road will soon be upgraded and improved, we will have access to a safer road with bike lanes and foot paths. The new housing estate will offer us access to local shops, a primary school, POS and bus services, all in short walking distance. Where else can you reside amongst a superb example of Swan Coastal Plain Banksia woodland, so close to the CBD and all the modern facilities only a short walk away?</p> <p>I would have to agree with the Banjup Residents Association who in their submission to the WAPC over P&P@3.5M stated the following; ""The landowners believe that there will be more long (term) demand for rural properties close to Perth city that the WAPC anticipates""</p>

	<p>Given this survey area is actually closer to Perth city than Banjup, the only reasonable conclusion is that there be no changes made to the current zoning as these 2HA lots are both desirable and will be in greater demand long term. There is no need to change the zoning of the survey area and the WAPC in the Perth & Peel @ 3.5M have it right by suggesting we retain the current zoning and continue to protect the vitally important vegetation and groundwater supplies. There is no better land use than that which currently exists in the P2 zone. We need to retain all areas of remnant vegetation from Solomon Road through to Warton Road. Creating urban and/or commercial developments in such a desirable and sensitive location is an incompatible land use and should to be considered."</p>
16	<p>I am disappointed this survey is accepting views from anyone, not just the residents affected. In fact a councillor requested people outside the area submit and that the study area may be changed after the fact! Those pushing for land use change have also been using underhanded tactics, recruiting far and wide for people to answer on their behalf, they have even tried to bring land developers in to influence the outcomes. Looking at the maps just of the study area we have 2 distinct areas being grouped as 1. We have the land West of Coonadoo Crt which falls within the 20 ANEF contour, is bordered by industry and suburbs and has Jandakot Rd running through the middle. Then we have the area between Coonadoo Crt and Fraser Rd which is bordered by Bush Forever, Jandakot Regional Park and the Jandakot Airport Conservation Zone. It has Jandakot Rd and Treeby to the South. In the first area perhaps their Rural ambience has been affected, however in the second, our amenity is being added to by the additional services such as buses, pathways, schools and shops going into Treeby. Please listen to the residents. We don't want to leave, and we certainly don't want to see our wetlands bulldozed and filled with sand, our ground water polluted and our beautiful native wildlife left homeless, no amount of purchased offsets can replace what we already have right here. Please read my attached statement supporting the WAPC recommendation that this area remain zoned Resource as it is a wonderful example of the Rural Planning Policy working within the metropolitan area.</p>
17	<p>When we bought in Jandakot we knew that the road would get busier and that suburbs and industry would get closer, however we created our own haven where wildlife could flourish and where we could shut out the world. We want to retire here and improve our small area for our grandchildren. We bought beside an airport so we knew aircraft noise would exist, and at least 10-15 years ago we knew about "Jandakot City". Neighbours worried about it sold out and left, while others have stayed and complained. We've done what we can to screen it out. Banjup Residents Group and the lady investor have frequently tried to bully us into joining them to push for rezoning. We bought here because we thought it would never be rezoned. Banjup Residents Group themselves tried unsuccessfully to subdivide their own blocks in Banjup into 1ha lots on the premise that there was high demand for rural living blocks close to the city (while telling us it would be their nest egg allowing them to remain there and sell to fund their retirement), yet here they are trying to wipe out the Jandakot rural living blocks. This is clearly a money grab by people who bought to invest, people who see they didn't sell in time to prevent development lowering their values, and by the Banjup Residents who, having been denied the chance to subdivide, see the potential to wipe out a</p>

	large number of rural blocks closer to the city than them, increasing pressure on the small supply of rural living properties and therefore raising their values. Banjup residents may unanimously support the rezoning of the Jandakot Resource Zone, however we, and many other residents of the area affected do not want this. Don't let the Banjup Residents Group continue to silence us.
18	We only built in this area 10 years ago. After falling in love with the residential properties in Coonadoo Court and Cessna Drive we were excited to have the opportunity to build our own dream when the land further along Jandakot Rd was subdivided. We had been told to wait for the 5 acre blocks south of Cessna Drive, I'm glad we didn't as they never eventuated, instead Stockland managed to rezone the land and Calleya was developed. We felt safe that our home was safe when we saw that the Perth 3.5m plan called for this area to remain zoned Resource. We had no idea there were people who wanted to rezone it. There is nowhere else we could have a lifestyle like this. We have poured everything we have into developing our land and our home for our rural lifestyle and hope the area can remain zoned Resource.
19	"The lands South of Jandakot Rd from Berrigan Dr to Warton Rd should be allowed to be subdivided, including Peppworth properties for housing to meet future housing demand. The Cockburn Station was built to serve this purpose. The housing situation is so critical, that lands need to be released asap. In fact the enclosed Peppworth properties should be allowed to be sub divided into 1-2 acres for old age homes, child care centres, medical centres, and high power lines underground, to meet the requirements of residents around the area. There should be a buffer zone of 30 metres along the high power lines with native trees and plants. The area needs to be fully CCTV installed. Property owners should be compensated to the projected value in five year's time (implantation stage), based for vacant land, plus added value for buildings and improvements, plus relocation cost and disturbance to life style, payments should fair and reasonable based on a set of criterias."
20-24	The inconsistency with the various developments that have been approved in the P1 and P2 areas that are still very much a hazard to contaminating the ground water but native bushland is not allowed to be cleared based on some unfounded idea that somehow the bushland will preserve the ground water for human consumption is an unsubstantiated notion and should be removed from the guidelines.
25	Where is the fairness? When the big end of town (Stockland) are approved to subdivide rural property and turn it into residential lots clearing all the land of vegetation and the rest of us are being knocked back because of some unsubstantiated notion that somehow the bushland will preserve the groundwater. And on the other side of Jandakot Road has been given approval to develop his land. All we ask is for equal opportunity to move forward and subdivide as Stockland did.
26	Calleya's studies determined that the impact of high residential areas pose low risk to the surrounding areas therefor the same considerations should be applied to residents within the study area.
27-91	We urge the City of Cockburn to champion the Vision at the highest levels of the WA Planning Commission and government We share with neighbours the Vision described at http://banjup.webs.com/Planning/Jandakot%20Treeby%20rural%20residents%20Vision%20Final.pdf

Appendix 5: Submission from private landowner A

The whole of this previously "rural" district is being increasingly hemmed in by incompatible surrounding developments. Especially in our area of Boeing Way, our "rural" lifestyle is being destroyed. The properties have lost their "rural" nature but currently cannot be used for any other purpose. We believe that this area is no longer suitable as a rural zone. We recommend that individual parts should be re-zoned as Industrial, Commercial or Residential depending on their proximity to surrounding developments.

Impact of other developments

As longtime residents with an intimate knowledge of this area, the reasoning behind the need for this change is summarised below:

The previous "rural" nature of this area has already been degraded over recent years and will effectively be destroyed by ongoing surrounding developments due to:

- 1) Land for Precinct 6 at Jandakot Airport has been cleared and civil works completed. This will bring Industrial/Commercial development right up to the rear boundaries of many properties, despite Council recommendations that a 200m buffer zone should be left.
- 2) The recent Amendment 112 to Town Planning Scheme 3 for Schaffer/Urbanstone land on Jandakot Road allows Warehousing/Storage Facilities/Showrooms and Additional Uses on the land which bounds the rear of other properties on Boeing Way (including our property).
- 3) The significant increase in traffic along Jandakot Road and Berrigan Drive which will increase more due to:
 - Vehicles trying to avoid congestion on the Kwinana Freeway, Armadale Road and Roe Highway,
 - Further increases for a period of several years when traffic attempts to by-pass the major road works required for Armadale Road widening, Kwinana Freeway northbound widening, and construction of North Lake Road bridge,
 - Rapid industrial / commercial development at Jandakot City, along Solomon Road and at South Central,
 - Major residential developments at Piara Waters, Harrisdale and now in progress at Calleya and planned for east Treeby.
- 4) The planned widening and re-alignment of Jandakot Road to a 4 lane separated highway will resume the front part of their land from property owners along Jandakot Road. A major roundabout at the Solomon Road / Jandakot Road junction will further increase traffic noise disturbance.

- 5) Higher density residential development over the whole of the old Banjup Quarry site for Stockland's Calleya development, now part of Treeby.
- 6) Perron group's plans for further residential development on the land in Treeby to the east of Calleya.
- 7) Potential re-development of the quarry site at 367 Jandakot Road for residential housing.

For the reasons above it is obvious that the Rural zoning is no longer appropriate. Our rural amenity has been continually eroded, leaving a planning blight on the area and keeping property owners in limbo – the properties have lost their “rural” nature, but cannot be used for any other purpose. Apart from the reduction in value, our properties are now becoming virtually impossible to sell. The surrounding development decisions, which are out of our control, are destroying our lifestyle.

Opportunities for alternative land uses

In support of changing the land use and zoning, we refer to the South Metropolitan Peel Sub-Regional Planning Framework document, which fully supports this as the area meets the following planning principles:

- Development within the main Kwinana Freeway corridor.
- Close to areas where people can live and work (e.g. Jandakot Airport and City, Cockburn Central / Gateway, South Central, Solomon and Cutler Road area light industry).
- Close to existing primary transport routes (Roe Highway and Kwinana Freeway).
- Close to public transport (Mandurah to Perth railway at Cockburn Central or Murdoch, and planned Cockburn to Thornlie train line).
- Close to community, social and service infrastructure (Cockburn Central Integrated Health & Library, Cockburn ARC, planned Primary School and Village Centre at Calleya Estate, health and other services at Glen Iris Shopping Centre, Glen Iris Golf Club, Fiona Stanley & Murdoch Hospitals, Murdoch University)

A requirement of the Metropolitan planning framework is to retain sufficient areas of rural amenity and bushland. The City of Cockburn has identified other areas that the plan earmarks for development which would be much better retained as rural, instead of the Jandakot area, which is already under pressure. In particular the current rural acreage between Latitude 32 and the central wetlands / Beeliar Regional Park should be retained as a buffer for those significant wetlands. Also land to the east of Warton Road along Armadale Road earmarked for Urban/Commercial development is relatively remote from major infrastructure and would be more suitably retained as rural properties.

Potential barriers to development

The main historical barriers to alternative land uses in the Jandakot area have now been largely overcome:

- Jandakot Water Mound and Wellheads
- Studies by various parties have demonstrated that the impact of developments over the water mound and around wellheads can be minimised and managed by good design and monitoring. This has been shown for the recent residential developments at Calleya in Treeby (and previously for some areas of Atwell in Banjup), and also for industrial and commercial developments on Jandakot Airport land, and now recently approved for the Schaffer property on Jandakot Road.
- Some restrictions would still be required, mainly to ensure there is no bulk storage of any toxic or hazardous materials above the water mound. For example, we do not agree that motor vehicle wrecking operations, as indicated on the key of the vision area map, would be appropriate due to the risk of water pollution from oil and fuel spills and leaks.

Light Aircraft Noise

There are no constraints on developments outside the ANEF 20 contour, and the City of Cockburn has minimised the risk of any disturbance by requiring minor upgrades to housing window specifications, etc. in the Calleya estate.

State Planning Policy 5.3 on Land Use Planning in the Vicinity of Jandakot Airport was updated in January 2017. Between the 20 & 25 ANEF contours there are no constraints on industrial and commercial developments, including motels and hostels etc. The Policy now states that residential dwellings, schools, hospitals, etc. are all “conditionally acceptable” between the ANEF 20 & 25 contours. In addition it states that “noise attenuation is not mandatory for residential uses”, although we would expect the City of Cockburn to require upgraded construction designs to meet their noise standards.

Alternative Land Uses or Zoning

On the attached map we have marked up the types of land use surrounding the study area. This gives a clearer picture of our “boxed-in” plight and also helps to frame the land use suggestions below. These recommended changes to land use have been selected as the most sensible options considering both the opportunities and constraints for each zone.

Note that for some areas either industrial / commercial or residential development might be appropriate. Longer term forecasts and strategic considerations from the City and WA Planning are needed to decide priorities and whether more places for industrial businesses, or more housing for residents, are likely to be required in these areas in the future.

Zone A: (Boeing Way, Solomon Road North, land on the west side on Coonadoo Ct, and adjacent properties on Jandakot Road):

All properties back onto industrial developments, either at Precinct 6 at Jandakot Airport or on Schaffer / Urbanstone land, or are directly impacted by the Jandakot Road widening and the major roundabout junction with Solomon Road.

Because of these, this area is probably best developed for similar Industrial uses, such as warehousing and logistics (excluding toxic / hazardous materials), and Commercial use such as offices. Such development might then support Jandakot Airport's desire for an exit via Solomon Road North onto Jandakot Road.

However, residential development should not be ruled out. A good option for some of the Zone A area, such as along Jandakot Road, could be low rise (say 3 to 5 storey) apartment buildings. These have advantages, since the design and implementation of any noise attenuation requirements are easier and cheaper, plus people living in apartments spend most time indoors (not out in gardens) further minimising any noise impact. This appears a more sensible approach than the default R20 zoning suggested in SPP 5.3. We assume that similar considerations were taken into account for the construction of some of the apartment blocks at Cockburn Central, which are impacted by noise from the freeway (including trucks and motorbikes) and train movements at Cockburn Station and terminus.

Note that such low rise should be acceptable for aircraft operations, since Jandakot Airport Holdings are planning to construct 15 meter high buildings on Precinct 6.

While such developments might look out of place in the present surroundings, once Jandakot Road is widened and Precinct 6 and Schaffer industrial developments completed, such apartments will fit well and provide an alternative to the higher cost housing on individual blocks at Calleya, Perron / East Treeby, and probably 367 Jandakot Road.

Zone B: (West end of Jandakot Road and Prinsep Road)

This area is best suited for purely industrial type development. It is sandwiched between existing industrial properties on Prinsep and Cutler Roads and planned industrial developments on Schaffer / Urbanstone. It has excellent access to both Kwinana Freeway and Roe Highway. A small portion is above the ANEF 25. The remainder between the ANEF 20 to 25 contours will experience a higher level of noise nuisance than land further east due to the high number of noise events since it is directly in line with the main Jandakot runway.

There appears to be a large amount of remnant bushland, so this would have to be offset elsewhere, as was done for bush cleared at Jandakot Airport Precinct 6. Another concern is the visual impact of industrial buildings on the Jandakot Road hill, particularly as Jandakot Road will now be leading to mainly residential areas. Ideally developments should be sunk below sight level from the road, and/or shielded by leaving (or planting) trees and bushes along the strip of land next to the road. However, it is likely that the

appearance of the road will already have been damaged as no restrictions have been placed on Urbanstone / Schaffer developments across the road, which will therefor probably stretch right up to the roadside on the hill with no shielding.

Zone C: (Falcon Place, Peppworth Place and west of Solomon Road)

Unlike Area A, most properties are adjacent to similar rural blocks. With good planning, buffers between different land uses could be designed, allowing more flexibility with development options. These could include industrial, with maybe commercial and/or residential development along Solomon Road, and possibly Jandakot Road.

Zones D, E and F: (East of Coonadoo Crescent to 367 Jandakot Road)

These areas would be best planned as an integrated package. Zone E is largely degraded due to quarrying operations. It will most likely be redeveloped as residential housing similar to Calleya and east Treeby. Zone D could also be redeveloped as a residential area. Zone F covers an area of wetland west of Fraser Road and remnant bush to the east. The opportunity could be taken to upgrade these wetlands from a Resource Enhancement to Conservation category. The whole of Area F could then be used as a reserve / public open space, servicing the needs, and at the same time breaking up, the surrounding residential areas.

Zone G: (East of Glendale Crescent)

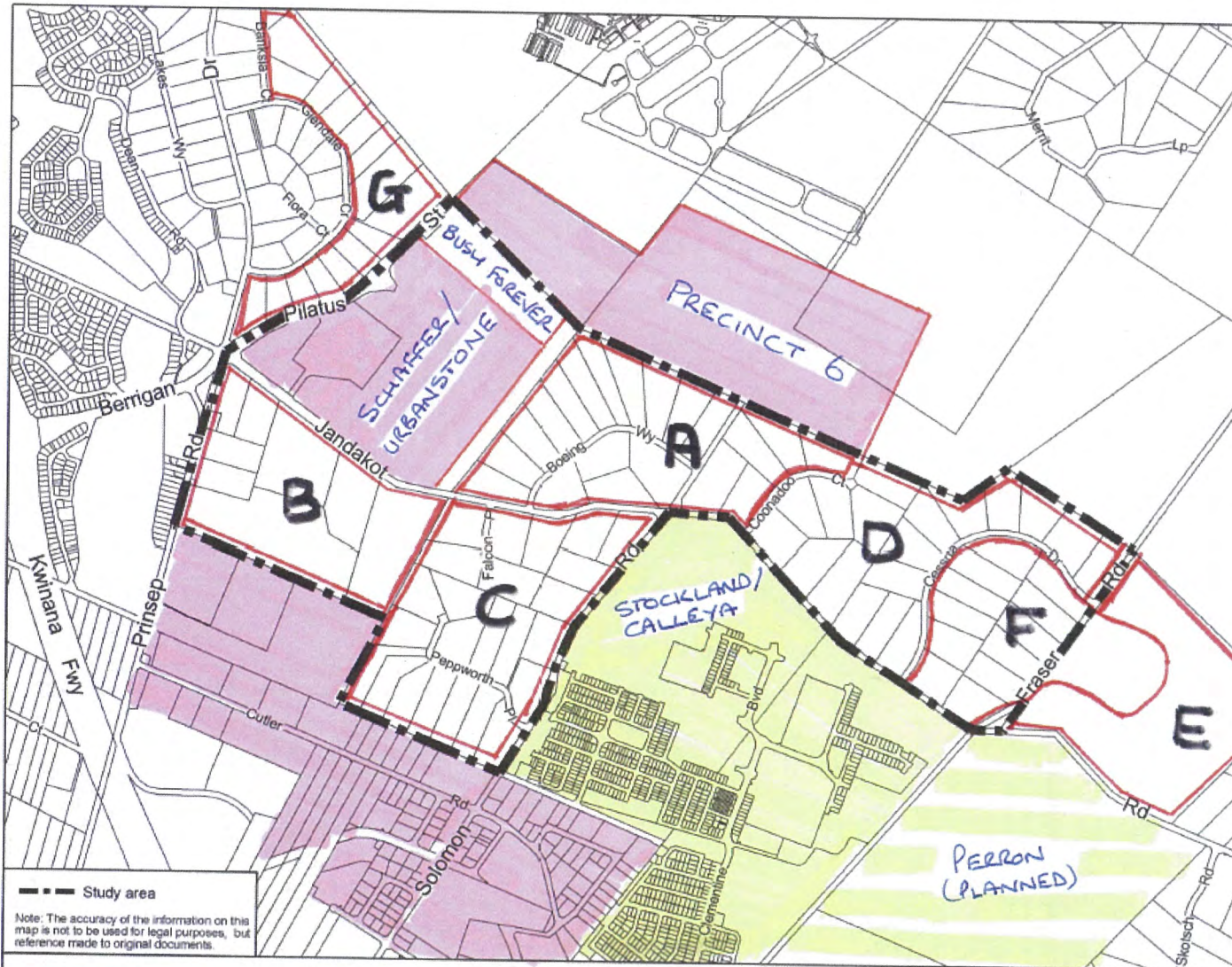
These properties all back onto industrial areas. Much of the area is above the ANEF 25 contour, and impacted by flights from both runways (so noisy every day). This makes it questionable if this area is even suitable for the current rural residential properties. This land would best be considered for Industrial uses.

In Conclusion

Our area has been left in a planning vacuum and property owners kept in limbo by the WA Planning Commission for well over 2 years now. Our properties are now becoming virtually impossible to sell under their current "rural" status. The surrounding development decisions, which are out of our control, are destroying our lifestyle. We are now stuck – we no longer want to live here under these imposed conditions, but are unable to sell and move on.

We urge the City of Cockburn, to take quick and decisive action to influence WA Planning to take a more realistic approach to land use planning in Jandakot. Fast and strong lobbying is needed so that changes can be included in the Perth and Peel @ 3.5 Million plans before they are finalised (which we have recently been advised by Yaz Mubarakai is imminent).

Please feel free to contact us if you require any clarification or further information about our submission. (see map overleaf)



Please use these colours to show your vision:

- Residential uses
(example: single house, holiday home)
- Commercial uses
(example: nursery, office, showroom, restaurant, medical centre)
- Industrial uses
(example: warehouse, storage yard, motor vehicle wrecking)
- Rural uses
(example: hobby farm)

ZONE

- A = INDUSTRIAL / COMMERCIAL
Poss. some RESIDENTIAL
- B = INDUSTRIAL
- C = INDUSTRIAL / COMMERCIAL
/ RESIDENTIAL
- D = RESIDENTIAL
- E = RESIDENTIAL
- F = WETLANDS / BUSH
PUBLIC RESERVE +
OPEN SPACE
- G = INDUSTRIAL

Appendix 6: Submission from private landowner B

1. Background: I have been a landowner in rural Jandakot since 2011 and actually live in the study area designated on the Jandakot Community "Vision" Zone Plan. My property and lifestyle may be directly impacted by the outcome of this exercise. Moving to a five acre block was a challenge, as I had little experience or idea of what was involved in living on a rural block - however I have learned a lot (sometimes the hard way) and put a lot of effort into my property - I feel it to be one of the greater achievements of my life. I love the diverse birdlife and other wildlife that lives in the area. I have enjoyed planting trees and watching them grow each year - it is wonderful to be on a semi-rural block only 20 minutes from Fremantle and Perth City (I'm sure very rare in most cities of this size). It is my hope that I can retire here and continue to be a part of this unique area.

2. Validity of Survey: Firstly, I would question the survey method as I am aware that the "Banjup Residents Group - BRG" has prepared a submission supporting rezoning, giving the impression that it has unanimous support of residents in the area. The BRG look to have encouraged and coached their members to corrupt the survey results by submitting multiple responses to "increase credibility" of the results. The following excerpt is from their emailed instructions to members regarding submission of this visioning exercise:

The BRG will make a submission on members' behalf but it will have more impact if each of you makes your own response. Cockburn likes to count how many responses they have received, The greater the number of individual responses, the more credible they find the result. If you have more than one email address, then register to make a response from each of them. (To make subsequent responses, you might have to sign out from the first address that you sign in from. Let me know if you need any further guidance.)

It would be unfair to draw the conclusion that of the residences in the study area, "not one of them wants their land to remain zoned rural" as the intent of the BRG proposal states. I have certainly not had any dialogue with that group. BRG also claim to represent 84 residents north of Armadale Road, however I am aware that they have members that live in the area who do not support zoning changes (strangely absent from their submission). Residents are not a "residences", and "North of Armadale Road" includes many properties not within the study area.

3. A Fairer Survey Needed?: The vision presentation states that input for "affected residents is crucial." Given that the information gathered by this survey method may not be representative of the feeling of the landowners who actually have properties within the study area - I think it would be prudent to firstly commission a closed and registered survey of the residences impacted by any proposed changes to the land use zoning.

If there is an overwhelming majority in favour of re-zoning/change, then the next steps can be taken to begin that process with developers and relevant Government departments. If residences do not respond, it should be taken that no change is supported by that residence. The driving factor for many landowners who are not directly impacted by the developments, will likely be the worth of their property to a developer – of which there is no current information. If landowners were aware of what a developer is likely to offer them, it may radically change their view on re-zoning, as the values offered may, in many cases, be less than their cost of the property. Not everyone is looking for an exit strategy.

4. Erosion of Rural Amenity

It is entirely fair to say that residents in the study area will have been/be affected at differing levels due to the developments at Jandakot Airport and Calleya. Additionally, the Schaffer development will erode the buffer zone that existed between Urban Stone and the first of the rural properties. However, with the exception of higher volumes of traffic on Jandakot road (which is being addressed by the current plans to widen/straighten Jandakot Road and make the intersections safer), I have not experienced any other erosion of my rural amenity since moving to the area. Some of the developments will make some facilities and services more accessible in the area. As I type this, it is quiet and I look out my window to a vista of green trees and can see some sheep grazing in my neighbour's property. I do not live on Jandakot Road, the Calleya, Schaffer and Jandakot Airport developments are not close to my property and cannot get any closer. We all understood the noise impacts of living near an airport before moving here as well as the restrictions of Resource zoning. For many of us, it's life as usual and can remain this way as long as we protect it.

5. Stand Firm on Resource Zoning

The bottom line is that no further change has to happen. Just because it can be done, doesn't mean it should be! We are stuck with the developments already in progress, however a firm stance can be made by the City of Cockburn to keep the remaining area semi-rural, and not support further development of the land between Fraser Road and Louisiana Glen (other than 5 acre lots conforming to Resource zoning). This would leave a separation similar to Tapper Road in Atwell/Banjup with rural properties coexisting with developments divided by Jandakot Road.

I do not support any change to the current zoning of the properties on the Jandakot airport side of Jandakot road, however acknowledge that residents backing onto developments have been left in a difficult position by insufficient buffer zones. Much more work should be done to pressure JAC, Schaffer and Stockland to protect the rural amenity of properties on their boundaries, even if their yields were lower. For instance, significant bush forever zones should be required adjacent to existing rural properties.

I do not have the resources to lobby politicians, commission reports for WAPC/EPA etc. and I don't have the time personally (being a single parent working full time) to be able to organise an official looking response as the BRG may be able to – But my views are no less important.

6. Bushfire, Sewerage, Geomorphic Wetlands, Remnant Bushland, Aircraft Noise, Environmental & Water Protection

There are a complex set of considerations that would need to be addressed if the area is to accommodate further development. This is not an easy project - The inputs, planning and offsets will be considerable to yield viable residential or commercial land, especially where my property is located. There is no further work required if we accept that the WAPC has already indicated that the area will remain resource zoned and protect the wildlife, wetlands and remnant bushland.

Either protection of the environment, wildlife, remnant bushland, the wetlands & Jandakot mound water quality is important, or it isn't – these are not compatible with large scale developments (although developers can commission enough reports to support anything if required). The City of Cockburn strongly objected to the Roe 8 developments through the wetlands – My property is firmly situated in a geomorphic wetland area. Why would these areas be less important than those in Bibra Lake?

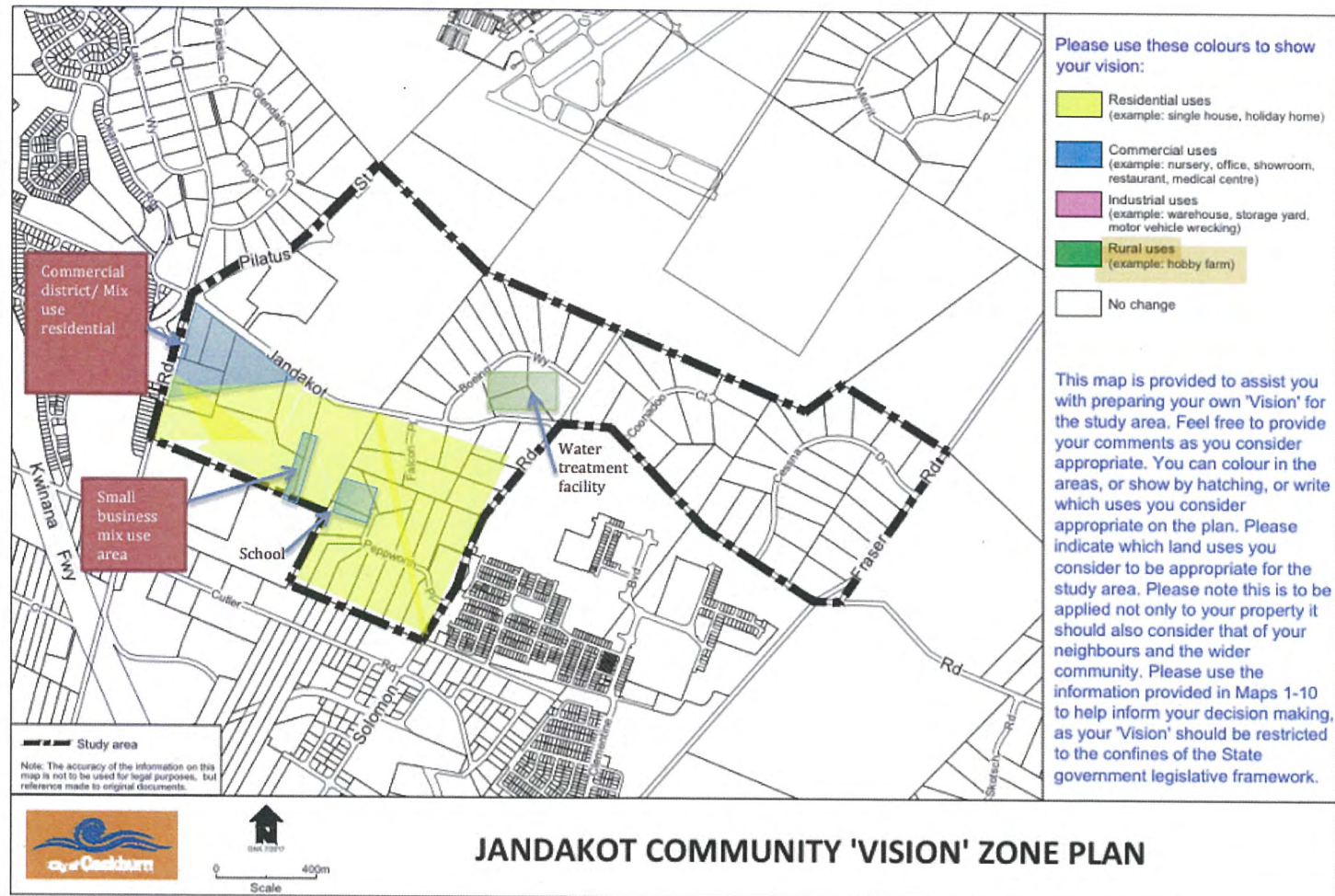
7. Conclusion

There is not a strong demand for commercial land at this point in time (Jandakot City was commissioned prior to the GFC, and is still nowhere near capacity). Most of the land in question is not ideal for residential, due to the proximity to the airport regardless of the 20 ANEF contours (there are still helicopter circuits in this area, which have much more impact than the fixed wing aircraft). Above all, there are many environmental issues that challenge further development in this area and it should be part of a very considered study and consultation process with the residents in the area before informed decisions can be made. The process seems rushed currently – possibly it could be reconsidered in 10 years or so ? The Perth & Peel@3.5million may scare people with the 2050 timeframe, but we all know that with enough resources and money, developers ensure nothing is set in stone.

I would also suggest that the areas on the airport side of Jandakot road, particularly in the vicinity of Coonadoo Crt, Cessna Drive and Fraser Road (where many properties are not affected by current developments, and will not be in the future) could be evaluated separately to properties on the Calleya side. All of the developments so far have not required residential landowners to sell their properties, so this is new ground and should be considered very carefully. It would be negligent to allow development creep to force landowners to sell, and lose a unique rural area.

My vision is for the area to have as minimal further development as possible, which protects the lifestyle of many residents and maintains the intended use of the land as a valuable and important resource/refuge. I hope that in any submission to the WAPC, that the City of Cockburn will fairly reflect that there will be mixed ideas toward changing zoning rules, and fairly represent the diversity of the vision of all landowners in the study area, rather than a blanket approach to zoning. Thank you.

Appendix 7: Submission from several private landowners C



Appendix 8: Submission from private landowner D

We purchased our land in Jandakot in 1998, choosing not to buy on the main road, or near the emerging industrial estates, instead waiting for a block in the quiet neighbourhood of Cessna Drive to come onto the market. We negotiated with Cockburn Council to move our building envelope to protect the amazing old paperbark trees characteristic of the local wetlands, and in 2000 built an architect designed solar passive home where we are bringing up our 3 children. We submitted an environmental management plan to obtain permission to keep a pony, and have been a part of the Cockburn Biodiversity Scheme to aid in revegetation and protecting local flora and fauna. I currently volunteer at least 15 hours a week for a local sporting club and am heavily involved in the Cockburn Community. Our children have room to play at home, while learning about native wildlife and habitat care, yet being within the City of Cockburn they also have access to many sporting clubs and other community facilities. This is where we want to live, to raise our children and to protect our wetland environment.

Many people, especially those not actually living in our local area, are currently claiming that we have lost our "rural amenity". As a resident who has been protecting the environment on my land I can tell you that our rural amenity remains fully intact. I walk around my house and can see bushland, on our block and beyond. I can hear birds singing, see bandicoots scurrying in the undergrowth and see bobtail lizards and skinks sunning themselves. While I feel very sorry for those losing slivers of boundary land to Jandakot Rd or annoyed by increased road noise, it has always been a main road, we always knew traffic would increase and everyone had the ability to build further from the road and plant buffers. Similarly, those unhappy about the encroaching development at Jandakot Airport. The plans for this development are not recent, residents unhappy about it sold up 5-10 years ago, others planted buffer zones. However, the unhappiness of some residents about plans that have been tabled for a very long time should not now force us all to defend our rural lifestyle.

The current survey was designed to gain insight into the views of the residents within the marked area. At the recent meeting it was agreed that the survey would be open to a much wider area. We would actually like to see a narrowing of the area. All the maps shown in the documents supporting the current survey identify clear differences between the zone covering Fraser Rd, Cessna Drive and the East of Coonadoo Court. We are predominantly geomorphic wetlands, of high value for water protection and conservation. Rather than bordering industry we border Bush Forever sites of Fraser Rd, the Jandakot Regional Park and the Conservation Zone of Jandakot Airport. We do not fall within the ANEF 20 contour zone of the airport, and whilst that makes one

neighbouring community group suggest we should have sand trucked in to fill the wetlands, and suburbs built, citing the filling in of low lying farmland in Piara Waters as a precedent, this would be vandalism of a wetland area of significance that retains much remnant vegetation. Instead, we suggest it makes us the ideal site for Rural Living as described by the WAPC. The area between Glen Iris and Jandakot Airport has not been targeted for rezoning, we would like the threat of rezoning removed from our area too.

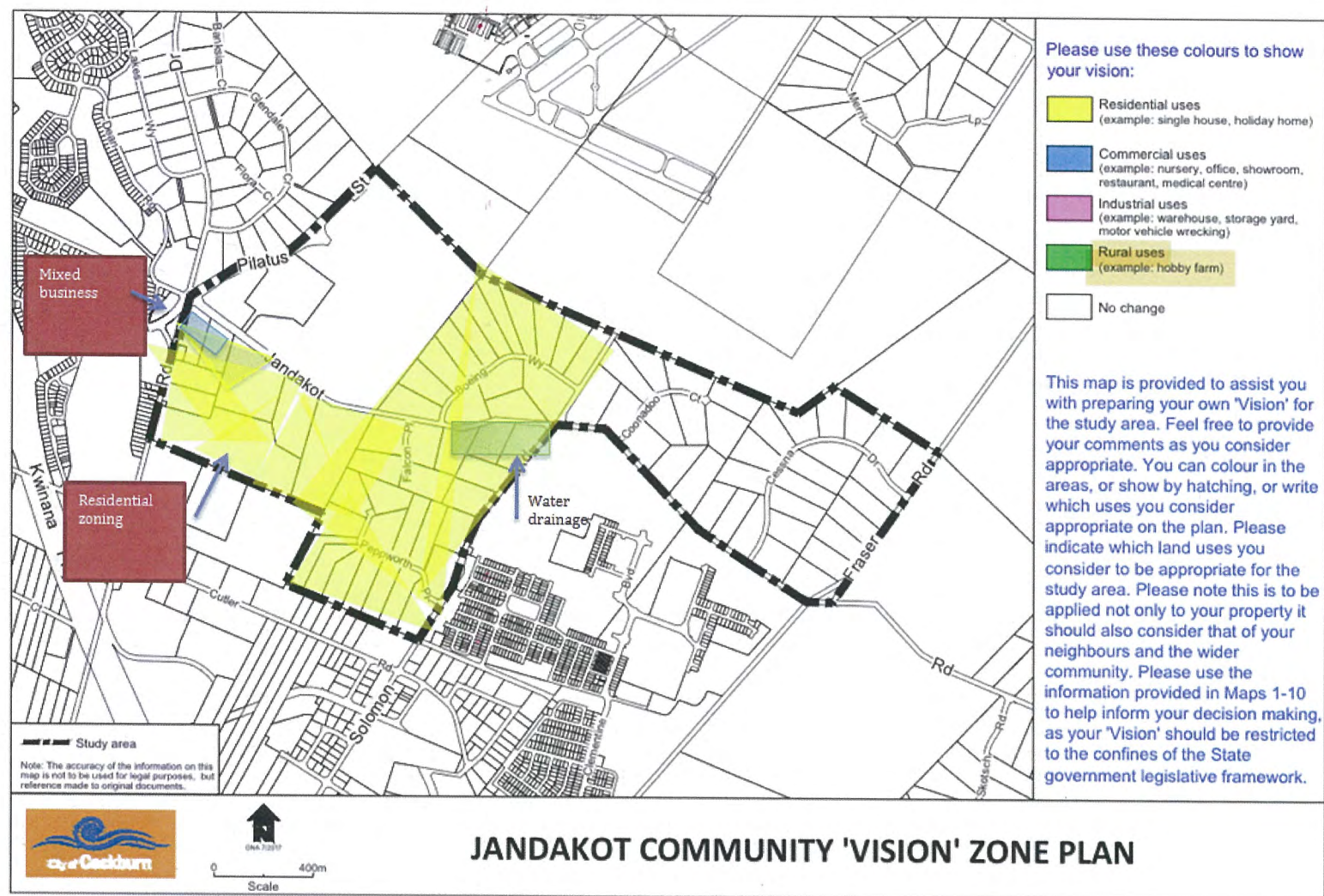
The development of the suburb of Treeby across Jandakot Road from us does not remove our rural amenity, it in fact enhances our amenity by providing opportunities within walking distance such as a primary school, shops, bike paths, community centre, ovals and bus services. The WAPC states that Rural Living zones must be adjacent to urban areas and have access to health, education and recreation, again making our little area ideal for Rural Living. The biggest risk to our rural amenity is the current push to have us all rezoned. The area to the West of Coonadoo Court has entirely different issues that should be considered separately to those of us bordered by bushland.

The Treeby Draft Structure Plan recommends that the geomorphic wetland areas to the South of Jandakot Road are protected through either becoming Bush Forever sites, or in the case of the properties on Skotsch Rd, remaining Rural Living Resource Zoned homes. This provides a local precedent for a mix of Rural Living and urban land uses within the area. We ask that if the results of this survey suggest that a new Structure Plan and recommendations for rezoning are to be made for the Jandakot Survey Study Site, that the area bordering the Bush Forever Zones on the North of Jandakot Rd, including the properties on Fraser Rd, Cessna Drive and Coonadoo Court are similarly treated and retain their Resource Zoning.

In summary, we are not property speculators, we chose to invest in our family's future by building a sustainable lifestyle in the Resource Zone of the City of Cockburn. We have immersed ourselves in the community and have committed to continue to protect our wetland environment. We, as all other buyers in the area, were fully informed that the environment in this zone is protected and that the land is not suitable for subdivision when we purchased, so have been shocked and devastated to find out that such an organised push had been made by others, including those not living in the area, to have us rezoned. Please protect our way of life, our environment, our water resources and those for future generations by ensuring that this environmentally significant wetland area in which we live remains zoned Resource.

Thank you for taking the time to consider my submission.

Appendix 9: Submission from private landowner E



SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – TREEBY DISTRICT STRUCTURE PLAN

Extracts only – for input to Jandakot Vision schedule

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
7	Landowner	OBJECT I would like to make my property at 12 Peppworth Place, Jandakot develop to urban residence first. My property position is more close to the shopping centre and train station.	The request for submissions relates to the Treeby District Structure Plan. This submission relates to the submitter's own property outside that area. Accordingly, this submission is dismissed.
10	Adam & Mesha Steel 120 Jandakot Road JANDAKOT WA 6164	OBJECT <ul style="list-style-type: none"> • Armadale road needs to be upgraded for this to happen! • Jandakot Road needs to be made safer by: <ul style="list-style-type: none"> - Reducing speed limit - Adding slow points - Diverting traffic back to Armadale Road • Implement a structure plan of the whole area not bit by bit 	<p>The request for submissions relates to the Treeby District Structure Plan. This submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>Considering the Treeby DSP contents and the submission lodged is different to 'implementing' a structure plan, which is done by landowners/developers. When developments are implemented they are always done 'bit by bit' as services progress. An example of this can be seen in the Calleya estate which has been released in 'stages'.</p>
12	Trevor Verran 5 Coonadoo Court JANDAKOT WA 6164	OBJECT Disappointed that the area north of Jandakot Road between Jandakot Road and Jandakot Airport is not been incorporated into this plan. We have been sandwiched in between all of this development with Treeby to the south and Jandakot Airport to the north. The lifestyle we had when moving here in 1991 has been obliterated and we are now being	This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		left out	'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.
13	Malcolm & Louise Dobson 139 Jandakot Road JANDAKOT WA 6164	<p>OBJECT</p> <p>No structure should proceed until the land owners abutting Jandakot Road and Jandakot Airport fence are given immediate clarity on their land use. We by definition are no longer a rural area such as Banjup, Oakford and Wandi due to traffic numbers traversing Jandakot Road, Solomon Road etc. The road noise levels have destroyed our amenity of life. Do not complete the Treeby Structure Plan and ignore the Jandakot Precinct.</p> <p>Upgrade Armadale Road first to have an alternate road with double lanes to take vehicular traffic off Jandakot Road.</p> <p>In 2015 the Council submitted a "meek suggestion" to WA Planning basically saying "what should Jandakot Precinct be". We now need an answer for once and all, in or out of the Treeby Structure.</p>	<p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage: https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</p> <p>The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>This is refuted. Council took the opportunity to lodge a lengthy submission to the Perth and Peel @ 3.5 million document and question the basis of what was advertised for the a number of areas in our city, including the Jandakot and Treeby (then part of Banjup) areas. If Council had put forward a particular land use in this area, then we would have been criticised for not consulting with own community first. At the time, City officers make a point of presenting the local resident group what this plan noted for this area and asked them to contemplate the points we were to question in our submission and encourage the group to also lodge a submission on the document. The City would also like a response on the Perth and Peel @ 3.5 million documents but accepts this lies with the State Government.</p>
14	Austro Asia Activities Pty	<p>OBJECT</p> <p>Structure plan for whole of Jandakot, North of Armadale Road, to be</p>	This plan relates to a specific area as this responds to the State

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Ltd 17 Falcon Place JANDAKOT WA 6164	<p>completed since approved for Schaffer Corp or Urbanstone, then the rest of the areas should be similarly approved for zoning to commercial, warehouse and industrial.</p> <p>Armadale Road needs to be upgraded to major road linking Harrisdale, Piara Waters. Jandakot should be a minor road. Speed limit for Jandakot road to be at 70kph. Reduced from 80kph, traffic/speed humps, roundabouts to be introduced.</p> <p>Need to have input for local residents, views to be taken into consideration, not just views of Calleya.</p>	<p>Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage: https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</p> <p>The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>The Treeby DSP has been advertised to surrounding landowners, including those in the rural areas and industrial lots, not simply the developer and landowners within Calleya.</p>
19	Landowner	<p>SUPPORT</p> <p>My objection is to the proposed changes to the Schaffer Corp property I'm not against the plan .But I consider that the zoning changes have to benefit everybody in the immediate area. If changes are not made to surrounding property's we could be left in a small enclave with no rights other than pay council rates .When i perched this it was to be for my retirement as things stand we consider we would have a lot of trouble selling it. I'm not against progress but it has to benefit the whole area not just a few With the widening of Jandakot road it will make living a quite rural life style impossible with traffic noise and congestion there for I think the only answer is zoning changes.</p>	<p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
20	Landowner	<p>OBJECT</p> <p>We understand that things in this area are changing but they are having a huge impact on residents on properties in the area that moved here for peace and quiet. If Skotsch Road is forced to stay as Resource zoning we will be closed in by residential. If our street opens</p>	<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State</p>

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>into residential land behind us we will have continual traffic travelling past our once quiet homes as it is a no through road at present at present it already takes up to 10 minutes to get onto Jandakot Road . We are also opposed to the bike and walk path that would go along the back of our block. Thirdly the school that is proposed for the residential land behind us will also impact us with noise and children cutting through our area to get home etc we have children ourselves but if I wanted to live near a school I would have moved near one. Finally I think if we are having these changes forced on us the zoning in the Skotsch Road area should be changed to residential as well so we can get out of here before all of this starts we should at least have this option, leaving one strip of Resource seems ridiculous I don't understand if most of the land in an area is residential why isn't it automatically changed with it.</p>	<p>has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation? To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
23	Landowner	<p>SUPPORT</p> <p>However, we live at (house number removed) Jandakot Road, Treeby and am disappointed that the area previously known as North Banjup has been completely left out. Development happening rapidly around us and no commitment as to the standing of our properties.</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
25	Wayne & Julie Hall 12 Cessna Drive JANDAKOT WA 6164	<p>OBJECT</p> <p>We will only support special rural subdivision of 1 hectare lots. Big businesses are doing what they want when they want. Small landholders get no consideration!</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item</p>

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>will be the subject of a report to Council later in the year.</p> <p>One hectare lots would not be supported in a rural area; this is contrary to State Government policy which requires a minimum of 2ha lots where there is no mains water connected.</p>
31	Kim Chuan Eng 36 Murdoch Way BANJUP WA 6164	<p>SUPPORT</p> <p>Support development of the Treeby district for its close proximity to all amenities. Should also consider development on property/land adjacent to the south of Armadale Road for "Perth and Peel @3.5 million" due to its close proximity to infrastructure and amenities.</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
32	Danielle Honore 73 Louisiana Glen TREEBY WA 6164	<p>OBJECT</p> <p>It is very frustrating to see that the tail end of Jandakot Road and the side roads off it are not being considered in this proposal.</p> <p>Our semi-rural lifestyle is already being impacted by the major increase in traffic and noise, this additional carve up of property will only make it worse.</p> <p>Why is it stopping at Fraser Road and not continuing down to Warton Road? Getting out of our street weekday afternoons is extremely dangerous and it will only be a matter of time before a young family on their way to school or sport is cleaned up. I have reported this already but been told that it is not on the radar within the next 10 years. The traffic gets clogged up at the Warton Road roundabout, usually down to the NLG sandpit and trying to turn right out of street is nothing short of a death trap. To simply leave a small number of semi-rural</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>The boundary of the 'Jandakot visioning' area was detailed in a Council resolution. However, at the Community Forum, Elected Members invited landowners outside this area to still put forth their views for their area.</p>

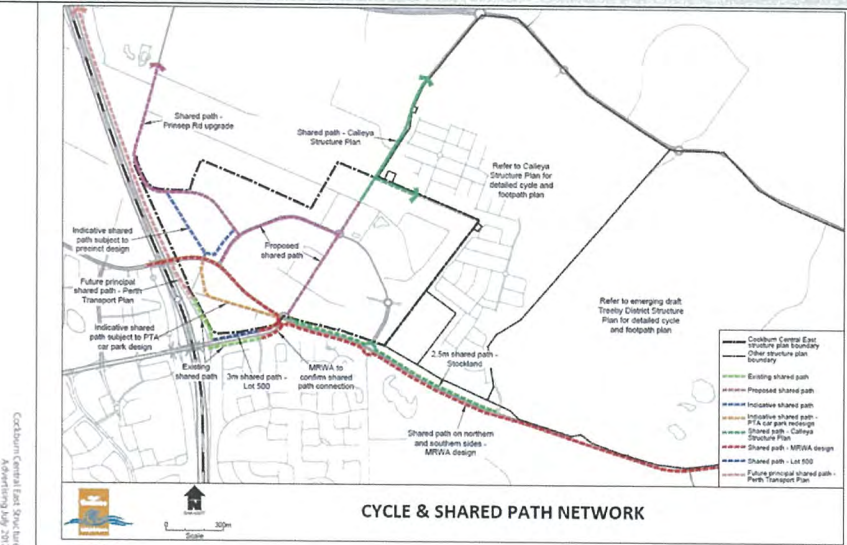
N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		properties surrounded by residential properties and schools etc is not what we chose when we purchased this lifestyle. The extension of residential property should either include all of those down to Warton Road or not include any at all. It seems that because we are right at the end of the Cockburn Council cut off, we are forgotten, each and every time.	
34	Landowner	OBJECT <ol style="list-style-type: none"> Jandakot Road needs to be made safer by : <ul style="list-style-type: none"> reducing speed limit adding slow points like roundabouts diverting traffic back to Armadale Road limit heavy truck movement Armadale Road needs to be upgraded first before any works done on Jandakot Road Implement a structure plan of the whole area, North of Jandakot Road, from Urbanstone to Warton Road and not a piecemeal. Object to just stopping at Fraser Road only. 	<p>Noted</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage: https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
40	Department of Education 151 Royal Street EAST PERTH	<p>The Department has reviewed the document and wishes to make the following comments;</p> <ul style="list-style-type: none"> Within the proposed residential development area the anticipated student yield will be accommodated at the 	<p>Noted this is background information rather than a submission point and doesn't require officer comment.</p>

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	WA 6004	<p>proposed two primary schools in Banjup.</p> <ul style="list-style-type: none"> It is expected that the catchment boundary for these schools will extend from east of the Kwinana Freeway to the Local Government boundary on Warton Road, the southern boundary along Armadale Road with the northern boundary yet to be confirmed. The extent of the public open space within the Structure Plan area curtails any further residential development Should any further residential development occur within the Structure Plan area this would place significant pressure on the proposed schools. These schools are each anticipated to have a large residential yield to cater for. The Department is aware of the potential mixed used development in Cockburn Central East which may include residential development in the long term. <p>Other than the above comments there are no objections to this Structure Plan.</p>	<p>Noted</p> <p>Noted</p> <p>Noted, this should be kept in mind if for example the Skotsch Road area was to be urbanised this could potentially generate several hundred lots (assuming various constraints could be mitigated such as bushfire risk and remnant vegetation). Should the State Government update Perth and Peel @ 3.5 million and should those landowners seek to rezone that precinct, then the school's capacity may not be sufficient. This would be an important consideration the landowners would need to address as part of any potential rezoning if it were contemplated.</p> <p>Noted, the development of this lot (lot 1 Armadale Road, west of Calleya estate) will be a useful consideration in the above issue also.</p>
42	Landowner	<p>OBJECT</p> <p>I would like to see less development and for the area to remain rural</p>	<p>Noted</p> <p>The area is indicated in draft State Government documents as 'urban expansion', not to remain rural.</p>
43	Malcolm & Kay Wilcox 35 Boeing Way JANDAKOT WA 6164	<p>We would like you to consider the following aspects regarding the Draft Treeby Structure Plan:</p> <p>1) The impact on neighbouring properties and nearby areas should be better considered. The proposed developments would significantly increase traffic volumes along Jandakot Road. Along with other developments (e.g. Jandakot Airport commercial zones, Schaffer/Urbanstone commercial development, etc.) the</p>	<p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was</p>

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		<p>Treeby urban/residential developments would further isolate and squeeze remaining “rural” areas. Our rural amenity has been continually eroded, leaving property owners in limbo – the properties have lost their “rural” nature, but cannot be used for any other purpose. Apart from the reduction in value, our properties are now becoming virtually impossible to sell. These surrounding development decisions, which are out of our control, are destroying our lifestyle. We are now stuck – we no longer want to live here under these imposed conditions, but are unable to sell and move on.</p> <p>For the surrounding areas (north along the length of Jandakot Road, and also areas south of Jandakot Road and west of Solomon Road), plans should be developed, approved and implemented at the same time as any Treeby developments. This would overcome the current uncertainty for owners and planning blight on the properties.</p> <p>2) No further development in Treeby should be approved until the Main Roads network has been fully upgraded including:</p> <ul style="list-style-type: none"> - Armadale Road upgrade and improved junctions at Solomon Road and Verde / Tapper - North Lake Road bridge and additional freeway entry and exit ramps - Additional lanes constructed on Kwinana Freeway northbound from Beeliar Drive to north of Roe Highway <p>This would allow the heavy trucks moving sand and fill during construction to use the Main Roads, instead of further overloading Jandakot Road (as we have experienced with developments at Calleya, Piara Waters and Harrisdale and the sand excavation at Jandakot Airport). The additional traffic from the new residential areas would then be able to use the Main Roads instead of finding short-cuts through rural areas.</p>	<p>nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>As above.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage Armadale Rd (Tapper to Anstey Rd): https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</p> <p>North Lake Rd bridge https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/NorthLakeRoadBridge.aspx</p>

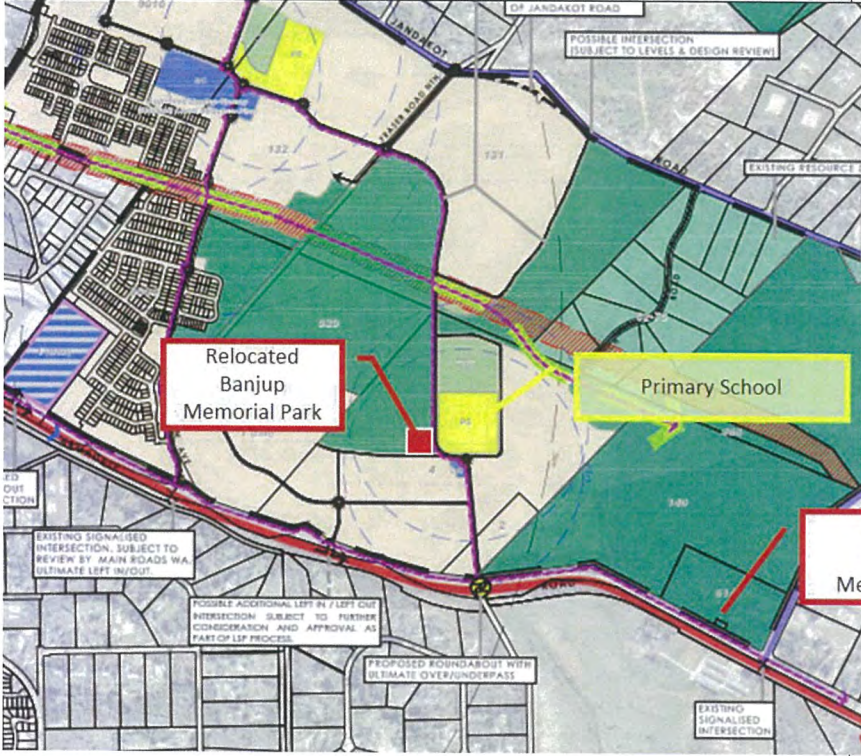
N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>3) Increased traffic will inevitably result in tail-backs during peak hours at the proposed roundabout at Solomon / Jandakot Roads. Measures and controls would need to be put in place to stop eastbound traffic trying to by-pass this congestion using Boeing Way and turning it into a "rat-run".</p> <p>4) Roads in the Treeby Structure Plan appear to be designed to direct most traffic onto Jandakot Road, while discouraging traffic from using Armadale Road. There are 2 full access exits onto Jandakot Road and 2 full exits onto Solomon Road proposed, but only 1 full exit (at Liddelow) onto Armadale Road. Most traffic from the Treeby developments will be heading in north and west directions (towards Perth, Fremantle, Murdoch etc.) but the only full access planned to the main Armadale Road is at the south-east corner of Treeby, so it will be under-utilised. Nearly all the traffic would therefore end up at the Solomon / Jandakot Roads junction.</p> <p>The plans should be changed to encourage traffic onto the Main Road system, which is already funded for upgrading, and discourage traffic from minor roads, instead of the current plans which effectively create a new "main" road along Jandakot Road. One of the two new exits onto Jandakot Road (at Clementine Bvd or Fraser Road) should be deleted. One of the two exits onto Solomon Road (the new road or the access via Dollier) should also be deleted. Instead, at Armadale Road, the full signalised intersection at Ghostgum should be retained, or upgraded to a large roundabout with future overpass like the other main intersections. The additional exit between Ghostgum and Liddelow should also be confirmed.</p> <p>These modifications should go some way towards equalising traffic flows and ensuring that the Main Roads system is being</p>	<p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>There is 10,800 vehicles per day (vpd) entering/exiting onto Jandakot Road, 6,000vpd onto Solomon Rd and 6,100vpd onto Armadale Road. This is reflective of the fact that the majority of the residential development is within the northern section of the Treeby DSP area.</p> <p>Main Roads WA control how many access points can be allowed onto Armadale Rd. There are also some constraints given the upgrades proposed on where access can be facilitated. The access points to the other roads are reasonable and do not simply accommodate day to day traffic flow. They also ensure that the properties within this urban area are reasonably accessible in emergencies.</p>

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		<p>effectively utilised.</p> <p>5) While the Treeby plan talks of connectedness it should be integrated with the Cockburn Central East Structure Plan. This is needed in particular to come up with ways to encourage Treeby residents to walk or bike to Cockburn Central and the station. Solomon Road is currently totally unsuitable for bikes or pedestrians, and access along the north side of Armadale Road will be hampered by the major intersections at Verde and Solomon. I am thinking that some kind of priority dual use path is needed from the west of Calleya (near Biscayne) through to Verde at Solomon Road, as I understand that Verde will then loop from Solomon round to the station.</p>	<p>This can be said for a number of plans across the City of Cockburn. This is why the City is required to have an overarching plan known as the Local Planning Strategy which gives a broader overview of the development intent for the City. A project plan has been initiated to undertake this project.</p> <p>Eventually a boundary needs to be drawn and in this case there is an existing structure plan boundary for the Cockburn Central East (CCE) Structure Plan. That plan is also a different level of plan in the planning hierarchy, it is a local structure plan, whereas this is a higher order plan (a district structure plan) reflective of where this land is in the development process, that is, it has not even been rezoned as yet. It is therefore not realistic to merge these together and this would also impinge unfairly on those CCE landowners who have been appropriately zoned for a number of years.</p> <p>Construction of a shared use path on Solomon Road (between Armadale Road and Dollier Road) is commencing mid-September. An overview of the path networks (including western boundary of the Treeby DSP) can be seen in Figure 10 of the CCE plan:</p>

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			 <p>Figure 10</p> <p>This document can be viewed on the following webpage: http://comment.cockburn.wa.gov.au/27678/documents/57424</p>
46	Banjup Residents Group 176 Gibbs Road BANJUP WA 6164	<p>Thank you for the opportunity to comment on the proposed Treeby District Structure Plan. As you know, the Banjup Residents Group represents the owners of 240 properties in the rural areas of Banjup, Jandakot, and Treeby. We have consulted with all of our members about the Treeby Structure Plan and each has received a draft of this submission and their feedback has been included in this final draft.</p> <p>Residents make several comments, as below, that we request the City to consider before finalising the Plan.</p> <p>1. Treeby District Structure Plan to be adopted in parallel with the adoption of a Vision for rural Jandakot</p> <p>The development of Treeby over the coming decade will have a profound effect on the rural properties of Jandakot and at the eastern</p>	<p>Noted this is background information rather than a submission point and doesn't require officer comment.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban</p>

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		<p>end of Jandakot Road near Warton Road that we note have been omitted from the structure plan, even though they are in the locality of Treeby. We request that the City prepare, in consultation with local landowners, a concise Vision of how the City would prefer the rural and urban areas north of Armadale Road and east of Berrigan Drive to be developed over the coming 10 to 20 years and to promote that Vision energetically to the WAPC and to Ministers. The Vision would provide a coherent context for the advertised Treeby District Structure Plan.</p> <p>2. No further development until Armadale Road duplication completed</p> <p>We request that no development of the DoH or Perron land in the old sand quarries commence until the duplication of Armadale Road in the vicinity of Treeby and Banjup has been completed. This is to prevent congestion on the already over-utilised adjacent road network.</p> <p>3. Traffic calming on Liddelow Road</p> <p>We note that the main southbound exit from Treeby will be through a roundabout at Armadale and Liddelow. The other exits are marked on the plans as eventually being left in, left out only. With Rowley Road designated as a major road to Latitude 32 and the outer harbour, Liddelow Road could well become a cut through for traffic not only from Treeby but also Piara Waters and Canning Vale. This would be at complete variance with Council's decision in 2015 to classify Liddelow Road as a 'Local Distributor' for which the predominant purpose is "movement of traffic within local areas" (MRWA 2011).</p>	<p>expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads.</p> <p>Updates are available on the Main Roads webpage Armadale Rd (Tapper to Anstey Rd): https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</p> <p>North Lake Rd bridge https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/NorthLakeRoadBridge.aspx</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading , including intersection control is by Main Roads.</p> <p>Updates are available on the Main Roads webpage Armadale Rd (Tapper to Anstey Rd): https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/armadalerd.aspx</p>

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		<p>We request that <u>before</u> the roundabout at its junction with Armadale Road is built several further and effective traffic calming measures be installed along Liddelow Road to prevent it being used as a rat run.</p> <p>4. Relocation of Banjup Memorial Park</p> <p>The existing Banjup Memorial Park at the corner of Armadale and Warton Roads is dedicated to the memory of the 14 men of Banjup who served their country in the Great War. As such, it is a vital part of the history of the area and of the European pioneers who developed the nearby lands. However, the Park is remote and largely unknown by the new urban community of Treeby. To improve the Memorial's recognition and its use and to guarantee its future relevance and maintenance, we propose relocating the Park to a central position in urban Treeby.</p> <p>We request that the City make provision in the District Structure Plan for a new Memorial Park located on the edge of bushland close to the proposed primary school east of Fraser Road, as below:</p>	<p>There is some logic in relocating the memorial into the Treeby DSP area and certainly areas adjacent to schools or town centres would be well suited to include such an item. Specific designation on the draft DSP itself such as shown in the submission may prejudice the best location for the memorial and create unintended conflict. For example, indicating on this specific street corner where Bush Forever matters should be resolved first would not be prudent. Bush Forever is managed by a State Government agency who would not be best placed to manage a memorial. The logical management would be the local government and therefore a local reserve (rather than regional) is more appropriate. An annotation would be more acceptable on the DSP to indicate the need to incorporate provision for the war memorial to be factored in when local structure planning starts to plan out in more detail the public open space, including local reserves.</p>

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		 <p>We hope that the proposed primary school would adopt and care for it in coming years and make it a focus for teaching history of the area.</p> <p>We envisage that the new site would be similar to the current site. It would have 14 trees planted in two rows with the current memorial stone and plaque at the back with a flagpole alongside. We hope that fairly mature trees of the original species in the current park would be planted so that the new Park would immediately gain character and</p>	<p>It is not likely the Department of Education, or the school itself would officially care for the memorial. It would be nice to see the school develop a level of attachment to the memorial as several primary schools have been able to enjoy. The official asset management and maintenance of the memorial should remain with the City.</p> <p>These comments are jumping to detail of design which is not a matter for the Treeby DSP to deal with.</p> <p>As above.</p> <p>While a reserve is vested with the City of Cockburn, we would continue to have a maintenance obligation to look after it.</p> <p>Noted. Further consultation would be expected at a more detailed level in future.</p>

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		<p>respect.</p> <p>Having the Memorial Park alongside the school and its adjacent football oval would provide adequate parking for ANZAC Day services.</p> <p>We trust that the current Memorial Park would still be preserved and maintained by the City of Cockburn but it would not be the focus of commemorating the men of Banjup who served in the Great War.</p> <p>The Banjup Residents Group has consulted with the Cockburn RSL and with Steve Treeby, the grandson of Ernest Treeby who is commemorated on the memorial plaque. All are content with our proposal.</p> <p>We trust that the City will agree with our proposals.</p>	
51	Landowner	<p>OBJECT</p> <p>I attended the meeting on 31st July re the draft rural vision. Below are the concerns that I have re the draft proposal.</p> <ul style="list-style-type: none"> Plans for a major dual path to run at the end of Skotsch Road – our concerns are regarding more pedestrians and traffic in our street. We purchased the five acre property for the peace and tranquility. Our concern is if the Eastern Primary school is constructed as per the district structure plan then parents will use Skotsch Road as a “Drop off” and “Pick up” zone to avoid heavy traffic around the school area and merely get their children to walk through the dual pathway to and from school where they are dropped off and collected. We already struggle to exit our street due to the congested traffic on Jandakot Road and we would not welcome extra traffic trying to take a short cut to the school and waiting on the sides of the roads and asking their children to walk through the dual pathway to Skotsch Road to avoid having to drive around to Armadale Road to access the school or to drive through Calleya. We would not welcome this dual pathway as it will no 	<p>Noted</p> <p>Noted. It is highly likely that parents will utilise a cul-de-sac as a ‘drop off’ zone and that would bring additional traffic regardless of whether Skotsch Rd was connected or not. It is not agreed that this would decrease the level of security to this street, instead would likely improve the level of surveillance from what there is now. Nevertheless, there is the ability for the City to look at parking restrictions on the street (possibly just for school start and finish periods). There is also an opportunity to look to fulfil a pedestrian connection as part of the adjacent reserves instead. This is a matter which could be refined at the local structure planning process.</p>

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		<p>doubt lead to further traffic and congestion in our street and more pedestrians increasing the security risk to our properties and reducing the tranquil lifestyle.</p> <ul style="list-style-type: none"> • If the new Calleya estate requires new schooling then all school access driveways and pathways to the school should be provided through the Caleeya estate only and not impinge on the rural area of Skotsch Road that is not included in the urban vision. If Skotsch Road is not to be considered as part of the urban vision and rezoned accordingly then it would be grossly unfair of the planning of the urban vision to impact on our rural street in any way. • We were asked at the meeting for our thoughts on the bush forever zone concerning fire hazard concerns and whether or not a dual pathway should run through the centre of the bush area. My concerns regarding running a dual pathway through the centre of a large bush area is that it becomes an easily accessible area for undesirables to hang out unseen in the middle from the main roads. It would be much safer to have a cycle path / pedestrian path the whole way around the outside the area of this bushland (similar to Bibra Lake) I believe it would be safer for pedestrians to cycle, walk etc on a pathway in view of housing and traffic. I would not feel as safe walking through the centre of a bushland out of sight from the urban area. This I think could possibly lead to attacks on people and also a higher risk of undesirables having easy access to the centre of the bush to light fires. Pathways for pedestrians are always safer for pedestrians when they are in view of passing traffic and housing and innocent pedestrians are less likely to be attacked if they can be seen. My suggestion therefore would not to have any form of pathways running through the centre of bushes but to keep them on the outer surrounds of 	<p>See above comments</p> <p>It would be unlikely formalised pathways would be provided through the middle of Bush Forever as this is not common practice in their management. Pathways around the edge are more commonplace. The pathway running east west would run within the powerline easement which would have less vegetation. These would be more detailed design issues worked through at the subsequent planning stages.</p>

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		<p>the area. By having large outer pathways also opens up opportunities for fun run events such as held at Bibra Lake.</p> <ul style="list-style-type: none"> The council needs to ensure developers and land owners maintain the fencing along Jandakot Road and Armadale Road. The rural bush area behind Skotsch Road and between Calleya has become a haven for 4WD goers and dirt bike riders. On the weekend, vehicles with trailers park along Jandakot Road with trailers that have dirt bikes and we have a constant flow of 4WDs and dirt bikes riding past the back line of our fence. The amount of undesirables has increased since the development of Calleya. We have people at the back of our fence and on our property at 2am in the morning. There hasn't been a single week for a long time where people have not accessed the back of our property in all hours of the night. If this fencing is not maintained, the 1000s of new residents in the new developing area of Treeby may think it is a great idea to purchase dirt bikes for their kids and families if they have these dirt tracks at their door step that can be so easily accessed. The fencing has to be maintained to reduce the security risk to the rural residents. Our other concerns that are well known to all at the meetings include increased dumping in our streets, increased undesirables at all hours in the morning on our properties, increased traffic congestion and decreased security. There seems to be an awful lot of impact to the rural land owners with little consideration for us. I was very disappointed at the meeting as the draft vision showed little concern for the rural land owners. Hence if the rural area is to be impacted by the Treeby draft vision then our area should be rezoned and become part of the urban area. It makes no sense whatsoever to have a small pocket of rural land in the centre of an urban 	<p>It is important that issues of trespass or suspected illegal activity are reported to WA Police. Council is not able to force landowners to fence (or maintain a fence) to their property. Fencing is generally a matter between landowners (where a shared boundary) or for the boundary facing a road just a matter for that landowner. An instance where Council might be involved is to ensure pets or livestock were sufficiently contained in a property but otherwise fencing is not a requirement (other than where landowners require between their lots).</p> <p>Noted, this landowner, given the amenity impacts on their current rural area as adjacent land was urbanised, would prefer to the area to be urbanised as well.</p>

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		<p>area and proposed rezoning urban areas that will be at the bottom of Skotsch Road towards Armadale Road and also along Warton Road / Piara Waters. If the rural lifestyle of Skotsch Road cannot be maintained and saved from the impact and encroachment of this urbanization around us, it would be grossly unfair not to include Skotsch Road in the rezoning from rural to urban.</p> <ul style="list-style-type: none"> Thanks for your time. These are our concerns. 	
52	Landowners	<p>OBJECT Objections to the Proposal:</p> <ul style="list-style-type: none"> The plan favours the development of land owned by at least two major developers The overall plan does not demonstrate natural justice to the 2 hectare land owners of Skotsch Rd. It is not reasonable to presume that the landowners on Skotsch Rd and surrounding areas will continue to enjoy the rural lifestyle that they chose from 2004 onwards, as 	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document advertised in 2015 would have likely attracted the interest of companies which undertake land development. The lots are currently owned by the resource companies which undertook sand quarrying. The developers referred to have what is known as an 'option' over the land.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document was advertised by the State Government in 2015 in line with their role to set higher level guidance about the development of the Perth metropolitan area.</p> <p>The purpose of the Treeby District Structure Plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. This was seen as a proactive set to ensure if the area was to be urbanised, then development should occur in a cohesive and logical manner and interface/respect its surrounding areas such as Skotsch Rd which is still shown as remaining rural.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State</p>

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		<p>approved then by the City of Cockburn.</p> <ul style="list-style-type: none"> The rural lifestyle enjoyed by the current 2 hectare landowners in the area, has being eroded continuously since 2010, merely 6 years after the approval to develop this portion of Banjup as a rural residential development. Skotsch Rd in this proposed structure will be sandwiched between several developments to the west, south and east. The proposed development has financial disadvantage and impact on the residents of Skotsch Rd. Who would want to purchase a rural lifestyle in the future, amid the congestion of suburbia and a 4 lane highway? The character and rural aspect of Skotsch Rd and the surrounding rural area will be further eradicated. The residents of Skotsch Rd and surrounding areas will be adversely affected environmentally- noise, traffic, pollution, loss of wildlife and natural vegetation. It is unfair to impose an uncertain future on the residents who for the most part are retired or will retire in the next 5 – 10 years. The choice of a rural lifestyle is being taken away and strangulation by suburbia is being imposed and supported by our local council. Insurance premiums will rise as suburbia and increased risk of crime infiltrate the neighbourhood. 	<p>has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation? To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>Council is obliged to follow the lead of the State Government in matters of rezoning. This is legislated within the Planning and Development Act 2005. Where the State rezones land, the City must reflect this in its own local planning scheme.</p> <p>Premiums are not a matter appropriate for officer comment. New urban areas are expected to adhere to Crime Prevention through Environmental Design principles. It is not agreed that this would decrease the level of</p>

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		<ul style="list-style-type: none"> Skotsch Rd is likely to become a thoroughfare to serve the proposed development adjoining Skotsch Rd To ensure equity and natural justice for residents of the new suburb of Treeby, develop all of Treeby or no further development to proceed in the area. 	<p>security to this neighbourhood, instead would likely improve the level of surveillance from what there is now.</p> <p>If the Skotsch Road precinct was also urbanised, there would certainly be an expectation the road linked into the adjoining area. As noted, in an earlier submission, there is a likelihood, even if the area was not urban and road did not connect, parents dropping off and collecting children from the school may use the road.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. The area shown as Urban in the Treeby DSP appears to be supported by the State Government as it has been advertised in their draft Perth and Peel @ 3.5 million document. This would indicate that surrounding urbanisation is highly likely. With this in mind, it is noted this landowner would prefer to see Skotsch Road precinct included as urban as well.</p>
57	Landowner	<p>SUPPORT</p> <p>Inclusion of Skotsch Road should be highly considered instead of catering just to large scale developers</p>	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
60	Taylor Burrell Barnett PO Box 8186 SUBIACO EAST PERTH	<p>Taylor Burrell Barnett (TBB) makes this submission on behalf of Parcel who represents the owners of Lot 130 Jandakot Road, Banjup comprising 41.7ha in close proximity to the subject site.</p> <p>The purpose of this submission is to provide our support for the</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State</p>

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	WA 6008	<p>Treeby draft District Structure Plan and to request to also include Lot 130 (No 367) Jandakot Road (subject site) within the Treeby District Structure Plan area due to the similar site characteristics this lot has with the Treeby District Structure Plan land, and to produce a District Structure Plan which holistically considers the planning for the Banjup locality.</p> <p>The report also provides context on the balance of the Banjup urban cell north of the Treeby District Structure Plan area cell generally bound by Acourt Road to the north, Warton Road to the east and Solomon Road to the west which has potential for urbanisation and requires comprehensive planning to ensure consolidation of appropriate development in close proximity to the Cockburn Central Activity Centre.</p> <p>In support of the proposal to consider the broader precinct TBB has prepared the attached concept District Structure Plan for the Banjup Urban Precinct.</p> <p>The associated submission identifies the characteristics of the subject site that support the case for urban development and therefore inclusion within the Treeby District Structure Plan and provides detailed conceptual planning for the development of low, medium and high density residential areas, a range of open space areas and school sites and a series of neighbourhood centres.</p> <p>In support of our submission, the following summary is provided</p> <table><tr><td>District Context</td><td>The subject site is strategically suited to urban development given its ready access to existing road and rail infrastructure in the form of the Kwinana Freeway (Via Armadale Road), Cockburn Central Railway Station, the Cockburn Activity Centre and the Jandakot Airport Specialised Activity Centre.</td></tr><tr><td>Consolidating Urban</td><td>The current rural designation of the subject site in Perth and Peel @</td></tr></table>	District Context	The subject site is strategically suited to urban development given its ready access to existing road and rail infrastructure in the form of the Kwinana Freeway (Via Armadale Road), Cockburn Central Railway Station, the Cockburn Activity Centre and the Jandakot Airport Specialised Activity Centre.	Consolidating Urban	The current rural designation of the subject site in Perth and Peel @	<p>Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p> <p>This submission relates to the submitter's own property outside that area. Accordingly, this submission is dismissed.</p>
District Context	The subject site is strategically suited to urban development given its ready access to existing road and rail infrastructure in the form of the Kwinana Freeway (Via Armadale Road), Cockburn Central Railway Station, the Cockburn Activity Centre and the Jandakot Airport Specialised Activity Centre.						
Consolidating Urban	The current rural designation of the subject site in Perth and Peel @						

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		Form	<p>3.5m is considered an anomaly and does not reflect the pattern of existing and planned urban development in and adjacent the precinct.</p> <p>The site is located adjacent Stockland's existing Calleya Estate and to a number of sites acknowledged within the Perth and Peel @ 3.5m for urban expansion and urban investigation, including:</p> <ul style="list-style-type: none"> • Lot 821, the subject of this MRS Amendment; • Lot 4 Armadale Road; • Lot 131 Jandakot Road; and • Various parcels east of Warton Road. <p>The precinct shares the same physical site characteristics and is relatively unconstrained. In stark contrast to retaining the balance of the precinct as underutilised rural land, development will create a complete precinct representing a significant infill opportunity and efficient use of the transport networks, public transport system, servicing infrastructure, employment and community services which are all in such close proximity.</p>	

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<div data-bbox="577 260 1182 678"> <p>Figure 1 Extract from Perth and Peel @ 3.5m</p> </div> <div data-bbox="349 699 539 818">Protecting Areas of Environmental Significance</div> <div data-bbox="577 699 1182 978"> <p>The subject site has many similar characteristics as the land within the Treeby District Structure Plan. 360 Environmental has undertaken an environmental review for the site and found whilst the site has a number of anticipated environmental constraints and opportunities, and these have the potential to influence the form outcomes, they will not preclude urban development.</p> </div> <div data-bbox="349 978 539 1066">Maximising the Use of Infrastructure</div> <div data-bbox="577 978 1182 1425"> <p>The subject site is conveniently located:</p> <ul style="list-style-type: none"> • within close proximity to the Cockburn Central Railway station; • At the intersection of two major transport routes in the form of Armadale Road and Warton Road; • In proximity to a variety of existing and planned district and regional community facilities in close proximity to the precinct including regional and district sporting facilities at Cockburn Central, Fiona </div>	

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<div data-bbox="344 252 568 560"></div> <div data-bbox="568 252 1196 560"> <p>Stanley and St John of God Hospitals (within 8 kms); and</p> <ul style="list-style-type: none"> A number of other activity centres in close proximity offering excellent access to retail and commercial services including Cockburn Central and Fremantle City Centre. </div> <div data-bbox="344 560 568 687">Integrating and Maximising Public Transport</div> <div data-bbox="568 560 1196 687">Maximising patronage on the existing railway line, given proximity to the Cockburn Central Station.</div> <div data-bbox="344 687 568 871">Increasing the residential population to employment centres</div> <div data-bbox="568 687 1196 871">The site is close to a number of existing and emerging employment centres including the Cockburn Activity Centre, Jandakot Specialised Activity Centre and the Canning Vale Industrial precinct.</div> <div data-bbox="344 871 568 1396">Effective and Efficient Servicing</div> <div data-bbox="568 871 1196 1396"> <p>A Servicing Strategy has been considered for the precinct by PDC Group as follows:</p> <ul style="list-style-type: none"> The Banjup North precinct falls within the Jandakot Wastewater Scheme Planning Catchment and has already been accounted for in Water Corporations forward planning for the area. The precinct falls within two separate water servicing catchments. Power infrastructure is located nearby. Gas is available in Armadale Road. </div>	

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			<ul style="list-style-type: none"> Jandakot Road is planned for a major upgrade to accommodate planned growth to 24,700 vehicles per day. 	
		Land supply and affordability	<p>This subject site is located in proximity to a number of major landholdings identified for urban development. In a more consolidated form the issues of significant land fragmentation and assembly which are common constraints elsewhere in the metropolitan area are removed. In contrast, many areas identified for future urbanisation are highly fragmented and cannot be relied upon to deliver the necessary land supply in the foreseeable future.</p> <p>On the basis of the information outlined above, it is considered that there is sufficient rationale and justification for the subject area to be included within the Treeby District Structure Plan. Future planning of this precinct should have regard to the suitability of this entire precinct for urbanisation, due to its strategic location, proximity to services and infrastructure and its relatively unconstrained nature.</p> <p>TBB and Parcel would welcome the opportunity to meet with your officers and further discuss the opportunities of inclusion with the subject site within the Treeby District Structure Plan.</p>	
62	Rodney and Deborah Del Caro 51 Skotch Road TREEBY WA 6164	<p>We wish to formally submit our objection to the current District Structure Plan.</p> <p>As the area has drastically changed and evolved since purchasing our property we wish to support option number 2: Rezoning to Urban to become part of the urban community.</p>		<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation?</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban

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			<p>area of Treeby); or</p> <p>2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</p> <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>
63	Doug and Lynne Smith 227 Jandakot Rd JANDAKOT WA 6164	<p>We believe that the development of this area makes sense considering major infrastructure already in place - ie: railway station, major shopping precinct, sporting facilities and road developments etc.</p> <p>These arguments apply equally to the land on both sides of Jandakot Rd and therefore we fully support rezoning north of Jandakot Rd to urban</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
64	Peter Hardie & Jacqueline Young 2 Platt Court BOOROOGOON WA 6154	<p>SUPPORT</p> <p>I support the proposal to (2) rezone to urban to come part of the future urban community.</p>	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>

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65	Tonino & Vincenza Berlingieri 46 Skotsch Road TREEBY WA 6164	OBJECT <ul style="list-style-type: none"> Rural lifestyle will be diminished. Increased crime in the area as a result of increased neighbouring population. Major bias in favour of large developers, very unfair to local ratepayers, all of Treeby should be treated the same, Increased traffic on proposed four lane highway (Jandakot Road). Will result in difficulty in existing and entering Skotsch Road and we will be sandwiched between developments. All our neighbours feel that our area should be rezoned to urban. Prevailing winds blow dust and sand from developments cross to our properties which depend on rain water collection from our roofs. The plan favours the development of land owned by at least 	<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them</p> <p>It is not agreed that this would decrease the level of security to this neighbourhood, instead would likely improve the level of surveillance from what there is now.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document advertised in 2015 would have likely attracted the interest of companies which undertake land development. The lots are currently owned by the resource companies which undertook sand quarrying. The developers referred to have what is known as an 'option' over the land.</p> <p>The request for submissions relates to the Treeby District Structure Plan. This portion of the submission relates to road upgrades, adjacent to, but outside that area. The Jandakot Road upgrade will be the subject of a report to Council later in the year.</p> <p>Each landowner in Skotsch Road has been written to individually and has the opportunity (and has been encouraged) to lodge their own comments with Council. The results of this are discussed in the Council Report. It is better to let those landowners speak for themselves directly.</p> <p>Developers are required to take measures minimise construction dust. These are enforced by the City's Environmental Health team.</p> <p>This plan relates to a specific area as this responds to the State</p>

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		<p>two major developers</p> <ul style="list-style-type: none"> The overall plan does not demonstrate natural justice to the 2 hectare land owners of Skotsch Rd. It is not reasonable to presume that the landowners on Skotsch Rd and surrounding areas will continue to enjoy the rural lifestyle that they chose from 2004 onwards, as approved then by the City of Cockburn. The rural lifestyle enjoyed by the current 2 hectare landowners in the area, has been eroded continuously since 2010, merely 6 years after the approval to develop this portion of Banjup as a rural residential development. Skotsch Rd in this proposed structure will be sandwiched between several developments to the west, south and east. The proposed development has financial disadvantage and impact on the residents of Skotsch Rd. Who would want to purchase a rural lifestyle in the future, amid the congestion of 	<p>Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document advertised in 2015 would have likely attracted the interest of companies which undertake land development. The lots are currently owned by the resource companies which undertook sand quarrying. The developers referred to have what is known as an 'option' over the land.</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. That document was advertised by the State Government in 2015 in line with their role to set higher level guidance about the development of the Perth metropolitan area.</p> <p>The purpose of the Treeby District Structure Plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. This was seen as a proactive set to ensure if the area was to be urbanised, then development should occur in a cohesive and logical manner and interface/respect its surrounding areas such as Skotsch Rd which is still shown as remaining rural.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State has made an assumption these landowners would not look to redevelop. This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation? To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome</p>

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		<p>suburbia and a 4 lane highway?</p> <ul style="list-style-type: none"> • The character and rural aspect of Skotsch Rd and the surrounding rural area will be further eradicated. • The residents of Skotsch Rd and surrounding areas will be adversely affected environmentally - noise, traffic, pollution, loss of wildlife and natural vegetation. • It is unfair to impose an uncertain future on the residents who for the most part are retired or will retire in the next 5 - 10 years. • The choice of a rural lifestyle is being taken away and strangulation by suburbia is being imposed and supported by our local council. • Insurance premiums will rise as suburbia and increased risk of crime infiltrate the neighbourhood. • Skotsch Rd is likely to become a thoroughfare to serve the proposed development adjoining Skotsch Rd • To ensure equity and natural justice for residents of the new 	<p>has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>Council is obliged to follow the lead of the State Government in matters of rezoning. This is legislated within the Planning and Development Act 2005. Where the State rezones land, the City must reflect this in its own local planning scheme.</p> <p>Premiums are not a matter appropriate for officer comment. New urban areas are expected to adhere to Crime Prevention through Environmental Design principles. It is not agreed that this would decrease the level of security to this neighbourhood, instead would likely improve the level of surveillance from what there is now.</p> <p>If the Skotsch Road precinct was also urbanised, there would certainly be an expectation the road linked into the adjoining area. As noted, in an earlier submission, there is a likelihood, even if the area was not urban and road did not connect, parents dropping off and collecting children from the school may use the road.</p> <p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. The area</p>

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		suburb of Treeby, develop all of Treeby or no further development to proceed in the area.	shown as Urban in the Treeby DSP appears to be supported by the State Government as it has been advertised in their draft Perth and Peel @ 3.5 million document. This would indicate that surrounding urbanisation is highly likely. With this in mind, it is noted this landowner would prefer to see Skotsch Road precinct included as urban as well.
70	Creative Design + Planning PO Box 7655 CLOISTERS SQUARE WA 6850	<p>Creative Design and Planning has prepared this submission on the proposed Treeby District Structure Plan (DSP) on behalf of the Da Prato family, owners of Lot 41 Liddelow Road, Banjup. Lot 41 is situated immediately south of the proposed structure plan area on the corner of Liddelow and Armadale Roads.</p> <p>The proposed DSP is supported in principle as it is agreed that the area is suitable for urbanisation.</p> <p>Our client considers that its land (Lot 41) also has future urbanisation potential, and therefore considers that the proposed DSP is complementary to that aspiration. There are some matters relating to connectivity between the land north and south of Armadale Road, however, that the City is requested to consider prior to endorsement of the DSP:</p> <ol style="list-style-type: none"> 1. Potential for future urban development south of Armadale Road; 2. Treatment of the intersection of Ghostgum Avenue and Armadale Road; 3. North-south access across Armadale Road. <p>1. Development Potential of Land South of Armadale Road</p> <p>The Da Prato family have previously documented the case for urbanisation of Lot 41 to government. In simple terms, expansion of urban development east of Atwell will provide for better use of existing transport and service infrastructure and will complement the functionality of Cockburn Central as an important activity centre. Proximity to other employment centres such as 'Jandakot City'</p>	<p>Noted</p> <p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. This submission relates to the submitter's own property, outside that area. Accordingly, this submission is</p>

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		<p>Business Park, Fiona Stanley Hospital, Murdoch University etc. also contributes to the area's suitability for urban development.</p> <p>Lot 41 is 47ha in size, cleared, and vacant apart from an existing residence and a small warehouse complex fronting Armadale Road. To its east, a Parks and Recreation reserve provides a logical eastern boundary for a future urban cell extending from Tapper Road to the west which would complement the development proposed in the DSP area.</p> <p>Recent innovations in urban water management have confirmed that protection of groundwater resources can be better achieved by urban development than by rural smallholdings or rural-residential development which presently make up much of this greater North Banjup locality. It is for these and other technical reasons that the Da Prato family is considers that its land has future urban potential.</p> <p>Whilst recognising that the case for urbanisation south of Armadale Road still needs to be made, early indications are that there are compelling reasons why it could be supported, and therefore planning for north of Armadale Road should not be dismissive in considering urbanisation to the south of Armadale Road.</p> <p>2. Intersection of Ghostgum Avenue and Armadale Road</p> <p>The DSP documentation indicates that the intersection of Ghostgum Avenue and Armadale Road would ultimately be converted to a left-in, left-out (LILO) configuration in response to a proposal to eventually 'grade-separate' the intersection of Armadale Road/Tapper Road/Nerde Drive, to the west. Such a modification would significantly impact the ability of traffic access Armadale Road to travel west from within the DSP area, as well as prejudice access options for future development of land south of Armadale Road. Further, access to Cockburn Central activity centre and to a proposed future public transport node will be limited. We also note that it is likely to divert traffic into recently approved local road networks not designed to cope with the much higher volumes that would result.</p>	<p>dismissed.</p> <p>This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading, including the Ghostgum intersection is controlled by Main Roads.</p>

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		<p>The City of Cockburn is requested to strongly resist the removal of the current 3-way signalised intersection and its replacement with a LILO configuration. Retention of the current intersection would allow for conversion to a 4-way intersection in future to serve potential urbanisation south of Armadale Road.</p> <p>3. North-South Links across Armadale Road</p> <p>Item 2 above forms part of the wider issue of future connectivity between development on the north and south sides of Armadale Road. It is requested that the City of Cockburn carefully consider the likely need for a future north-south road, pedestrian and cycle links and insist that the opportunity for creation of such links not be lost in the design of Armadale Road.</p> <p>In summary, the proposed Treeby DSP is supported by our client, but the City is respectfully requested to take a longer term view to ensure that options for good connectivity with potential urbanisation of the land south of Armadale Road are not prejudiced by decisions taken as part of this DSP.</p>	<p>This portion of the submission relates to road upgrades, adjacent to, but outside that area. Armadale Road upgrading is controlled by Main Roads. The City will of course refer to its adopted Functional Road Hierarchy and Bicycle Network Plan in liaisons with Main Roads.</p>
73	EMBA Pty Ltd PO Box 3366 BROADWAY NEDLANDS WA 6004	<p>SUPPORT</p> <p>Having previously owned the entire acreages that now comprises the 14 x 2 hectare blocks that make up the Skotsch and Jandakot Road properties, the subject of this submission, I commend Council for its foresight in asking the current owners to express their views on the 2 alternatives available to them.</p> <p>Historically, we had owned this 71 acre block since about 1980 and were active members of the Banjup Urban Group which comprised a number of owners of relatively large blocks of land who agitated for our combined area of some 300+ hectares of land from Jandakot Road to Armadale Road and west towards Solomon Road to be rezoned in stages to allow residential development. In spite of providing the W.A. government agencies with all the appropriate information to justify a rezoning including protection of the underground water, native vegetation etc., our submission was obviously too advanced for the government of that time. Fast forward</p>	<p>Noted</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p>

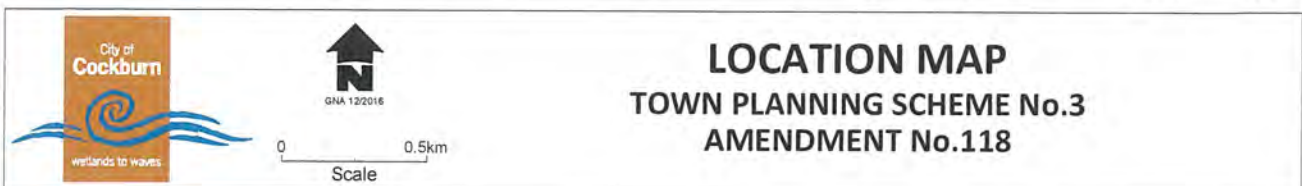
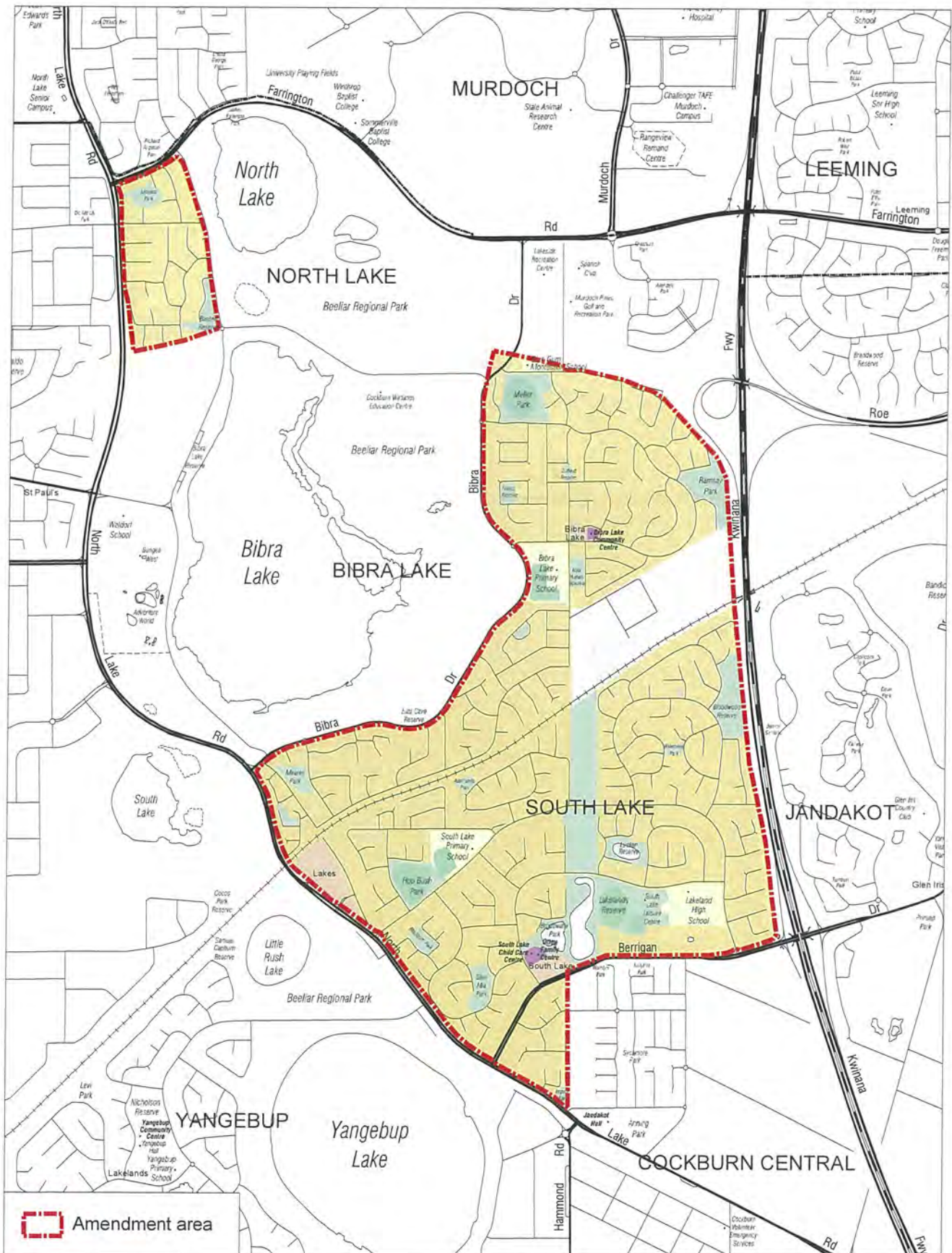
N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>around 20 years and what we attempted to achieve in enhancing this land is now being achieved with all the benefits that will flow to the current and new residents to come.</p> <p>We subsequently, but reluctantly, converted our land to 14 x 2 hectare blocks because this was the only alternative left to us as we simply could not stop the continuous breaking/entering, stealing, dumping, burning of our sheds and other mayhem, in spite of the efforts of the Police.</p> <p>Whilst there are some advantages in living on a 2 hectare blocks, the lack of reticulated scheme water and sewage as well as the fire concerns in summer, ongoing vandalism and theft are still areas of concern. I also note Council's advice that rezoning to urban will ensure full vehicular access from Skotsch Road to the new urban areas of Treeby which will also be a substantial bonus.</p> <p>We have retained 2 blocks in our subdivision for our grandchildren's use at a later date but I believe the opportunity to possible convert all these existing blocks to urban has nothing but upside for all the existing owners, future purchasers and the local authorities and I fully support this as a proposal.</p>	
74	Grant Stevens Lot 64 Jandakot Road TREEBY WA 6164	<p>SUPPORT</p> <p>We are located at lot 64 Jandakot Road and also want to see us have the option of rezoning our land if wanted. With the ever increasing traffic and urban life enclosing in on us we believe it is only fair that we have this option made available from the council and state planning commission</p>	<p>Noted</p> <p>This plan relates to a specific area as this responds to the State Government's Perth and Peel @ 3.5 million which indicates an area of urban expansion. The purpose of this plan was to set out clearly the City's requirements to connect into the existing Calleya urban area and key matters such as school numbers and location. There is a separate project 'Jandakot visioning' which deals with a broader area, outside of what was nominated by the State Government as an urban expansion area. This item will be the subject of a report to Council later in the year.</p>
75	Landowner	<p>We live at 24 Skotsch Road in Treeby and have been invited to make a submission as to two choices:</p> <ol style="list-style-type: none"> 1. Remaining in the resource zone and not undertaking any further subdivision (this implies no vehicular connections into 	<p>Noted, the landowner does not feel they will still be able to enjoy a rural lifestyle as the new urbanised area will essentially surround them. This point was appreciated at the Community Forum and there has been no rationale provided by the State Government for why Skotsch Rd was left as rural. It is possibly because development there has been quite recent and the State has made an assumption these landowners would not look to redevelop.</p>

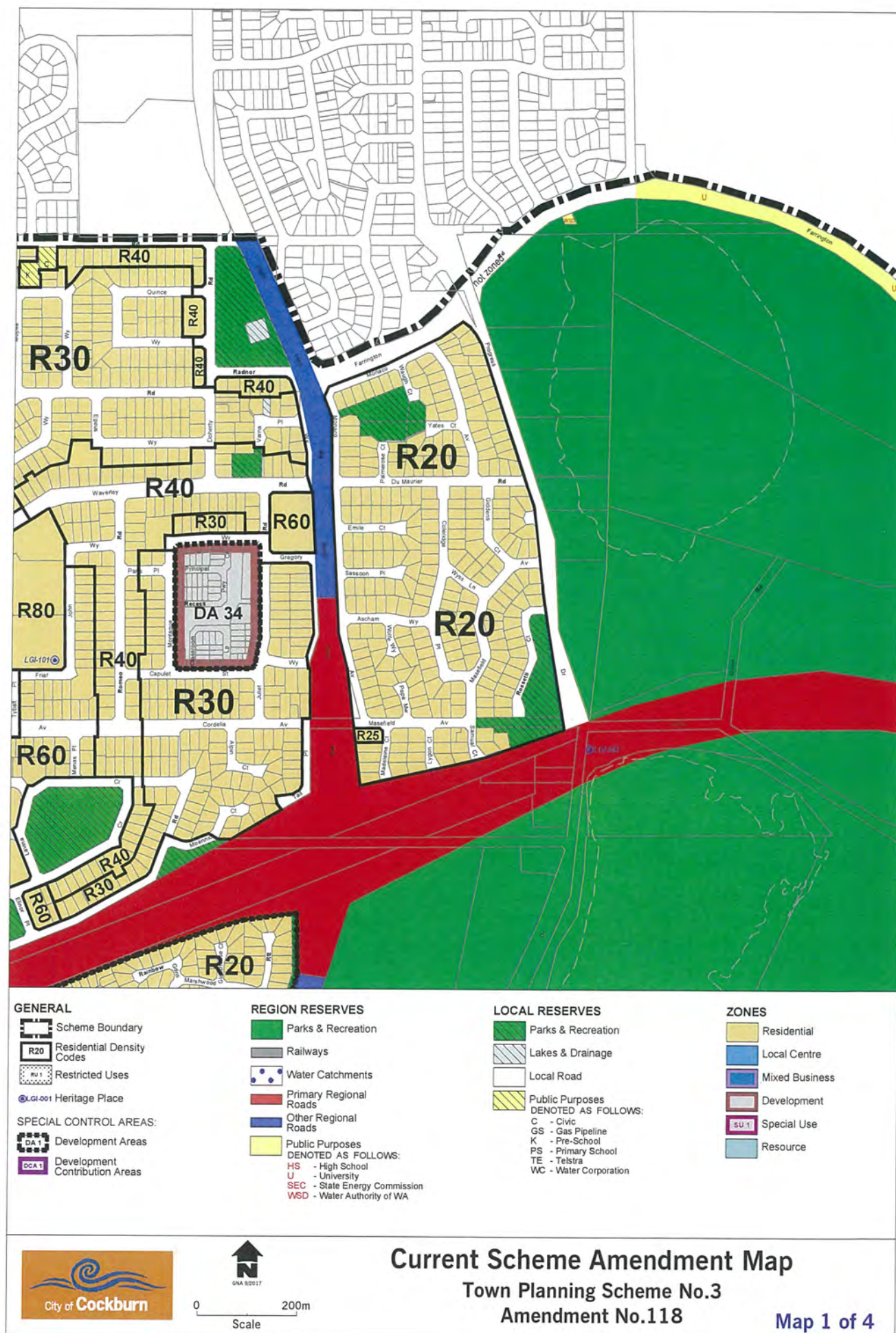
N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>the new urban area of Treeby); or</p> <p>2. Rezoning to urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</p> <p>Due to the impact of the encroaching urban development, increased traffic congestion, decreased security and increased dumping we have lost the peace and tranquil lifestyle that we sought when purchasing five acres. Therefore we feel that we need to be allowed to rezone to urban option 2 - Rezoning to urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby).</p> <p>However, if the land owners are not allowed to rezone then it would be grossly unfair for Skotsch Road to be used as an access way for vehicles and pedestrians into any further urban development and our street should not be used as a thorough fare for future access. Our five acre lifestyle should be maintained with vehicle access only being for the land owners to properties in Skotsch Road.</p> <p>We also believe that these need to occur in conjunction with each other. In other words, vehicular access and connections should only be allowed to occur at the same time that urban rezoning is granted to the current land owners in the Skotsch Road vicinity. We should not have to endure vehicular connections with a delay in time for the processing of our urban rezoning. They need to occur respectively.</p>	<p>This of course, does not consider the alternative question, are they happy to remain, but feel surrounded by urbanisation?</p> <p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.</p> <p>Noted, the advertised version of the draft Treeby DSP (which indicated Skotsch Rd precinct remaining rural do not allow a vehicular connection through Skotsch. An earlier submission also raised concern with the pedestrian access that was proposed. There are alternative routes for pedestrian access which could be considered if the land remained rural, such as on the adjacent reserves.</p> <p>Urban rezoning does not mean any development happens straightaway. The actioning of the development process is driven by the landowners themselves and can take several years.</p> <p>It is impossible to give a proper timeframe when many of the times depend on a State Government agency as well as landowners themselves. Rather, below is a list of the major decisions which need to occur. Many of these do involve the landowners getting together and actioning these, the City does not undertake them as we have an 'assessment' role to provide:</p>

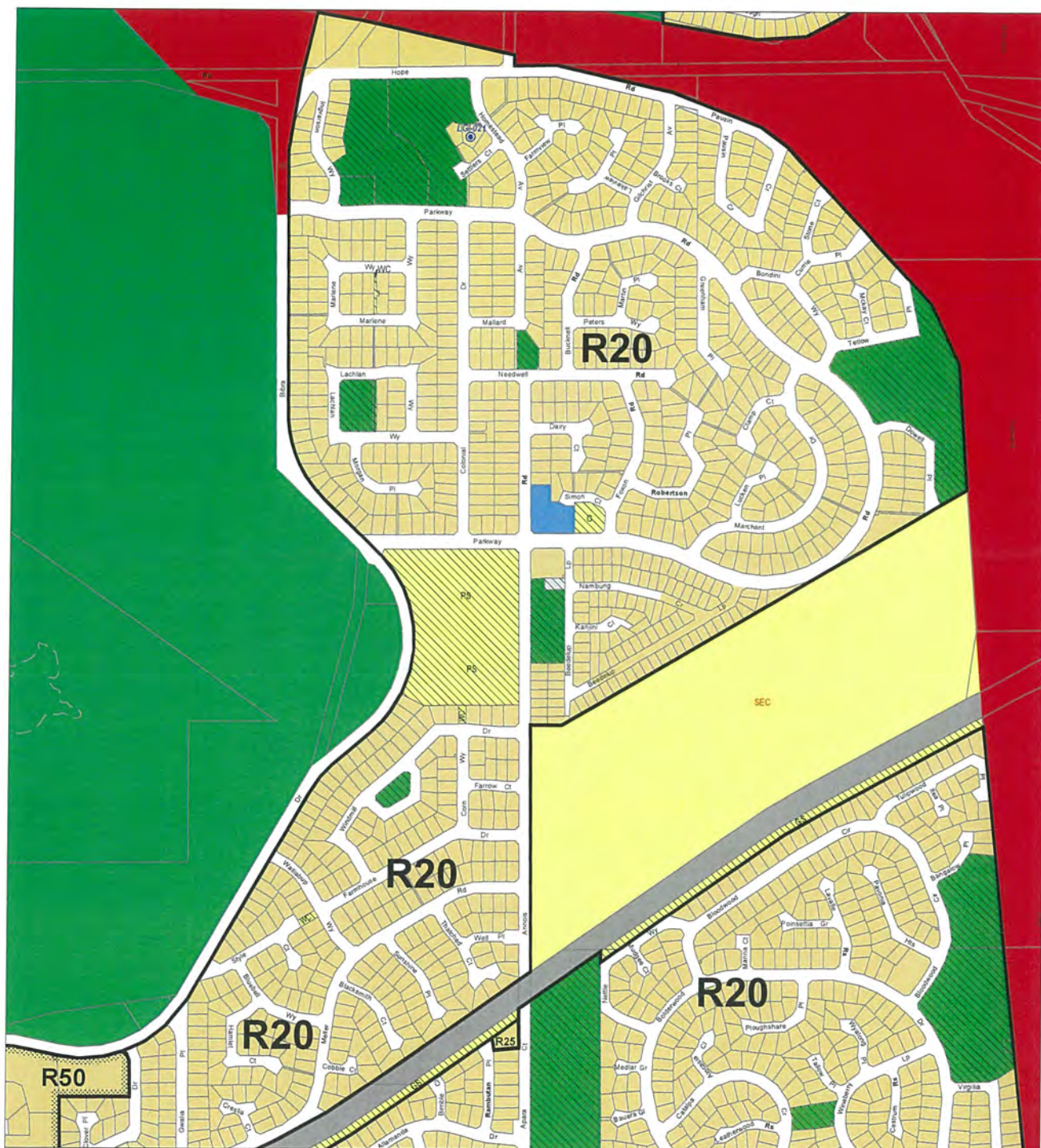
N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<ol style="list-style-type: none"> 1. Finalisation of the Perth and Peel @ 3.5 million document by WA Planning Commission (was advertised in May 2015); 2. Change to the zoning under the Metropolitan Region Scheme to reflect Perth and Peel document (initiated by landowner/s but ultimate consideration by WA Planning Commission and Minister for Planning) – estimate 1-2 years; 3. Change to the zoning under the City's local planning scheme to reflect the Metropolitan Region Scheme (initiated by landowner/s, advertised by the City but ultimate consideration by WA Planning Commission and Minister for Planning) estimate – 12-18 mths; 4. Preparation of structure plans – by landowners following the WAPC Structure Plan Framework; 5. Consideration of structure plan (lodged by landowners, advertised by the City but ultimate consideration by WA Planning Commission) estimate 4-6 months; 6. Preparation of subdivision applications – by landowners; 7. Consideration of subdivision applications (lodged by landowners, determined by WA Planning Commission); and 8. Actioning of conditions of subdivision approval before titles can be created – up to landowners (approvals are valid several years). <p>The first of these actions is still yet to occur, as mentioned at the community forum, our submission on the Perth and Peel @ 3.5 million document is still yet to be responded to by the State Government.</p>
78	Landowner	I choose choice two- Rezoning to urban	<p>To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist:</p> <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). <p>The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider</p>

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
79	Landowner	SUPPORT For option two – the opportunity to have the area rezoned from Resource to Urban, regarding the Skotsch Road area precinct.	this in finalising the draft Perth and Peel @ 3.5 million. To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist: <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.
80	Brandon Perreau, Michael Perreau & Sui P Lai 68 Skotsch Road TREEBY WA 6164	SUPPORT Rezoning to Urban (Choice No. 2)	To attempt to inform the State Government, and Council better, a further letter was also sent to Skotsch Rd residents asking which scenario they preferred considering the two key choices that exist: <ol style="list-style-type: none"> 1. Remaining in the Resource zone and not undertaking any further subdivision (this implies no vehicular connections into the new urban area of Treeby); or 2. Rezoning to Urban to become part of the future urban community (this implies full vehicular connection and no separation from the new urban area of Treeby). The response to this letter is discussed in the Council Report. The outcome has informed the officer recommendation to Council on what the future of the Skotsch Rd precinct should be, according to the majority of landowners. The WA Planning Commission will also be advised of this so they may consider this in finalising the draft Perth and Peel @ 3.5 million.
82	Landowner	LATE SUBMISSION As I have had a property in Canning Vale years ago, we had the same situation where the development came up to our fence. We had unwanted people coming onto our property (stealing-snooping). With a school out back and the road opening up to, it will come again. We all seem to want to move on in one way or another so why leave	Note – this submission was received after the date requested and relates to the Skotsch Road precinct. This adds to the numbers given in the Council report for Skotsch Road which would now be:

N O.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION				
			Area	Remain Resource	Rezone to Urban	Did not respond	Total
		<p>this parcel of land in the middle. Less work more play. Sounds good to me.</p>	All Resource zoned lots	0	13	2	15
			<p>A recommendation is included in the officer report to request the Skotsch Road precinct be included as urban.</p>				







GENERAL

- Scheme Boundary
- Residential Density Codes
- Restricted Uses
- LG1-001 Heritage Place

SPECIAL CONTROL AREAS:

- Development Areas
- Development Contribution Areas

REGION RESERVES

- Parks & Recreation
- Railways
- Water Catchments
- Primary Regional Roads
- Other Regional Roads
- Public Purposes DENOTED AS FOLLOWS:
 - HS - High School
 - U - University
 - SEC - State Energy Commission
 - WSD - Water Authority of WA

LOCAL RESERVES

- Parks & Recreation
- Lakes & Drainage
- Local Road
- Public Purposes DENOTED AS FOLLOWS:
 - C - Civic
 - GS - Gas Pipeline
 - K - Pre-School
 - PS - Primary School
 - TE - Telstra
 - WC - Water Corporation

ZONES

- Residential
- Local Centre
- Mixed Business
- Development
- Special Use
- Resource



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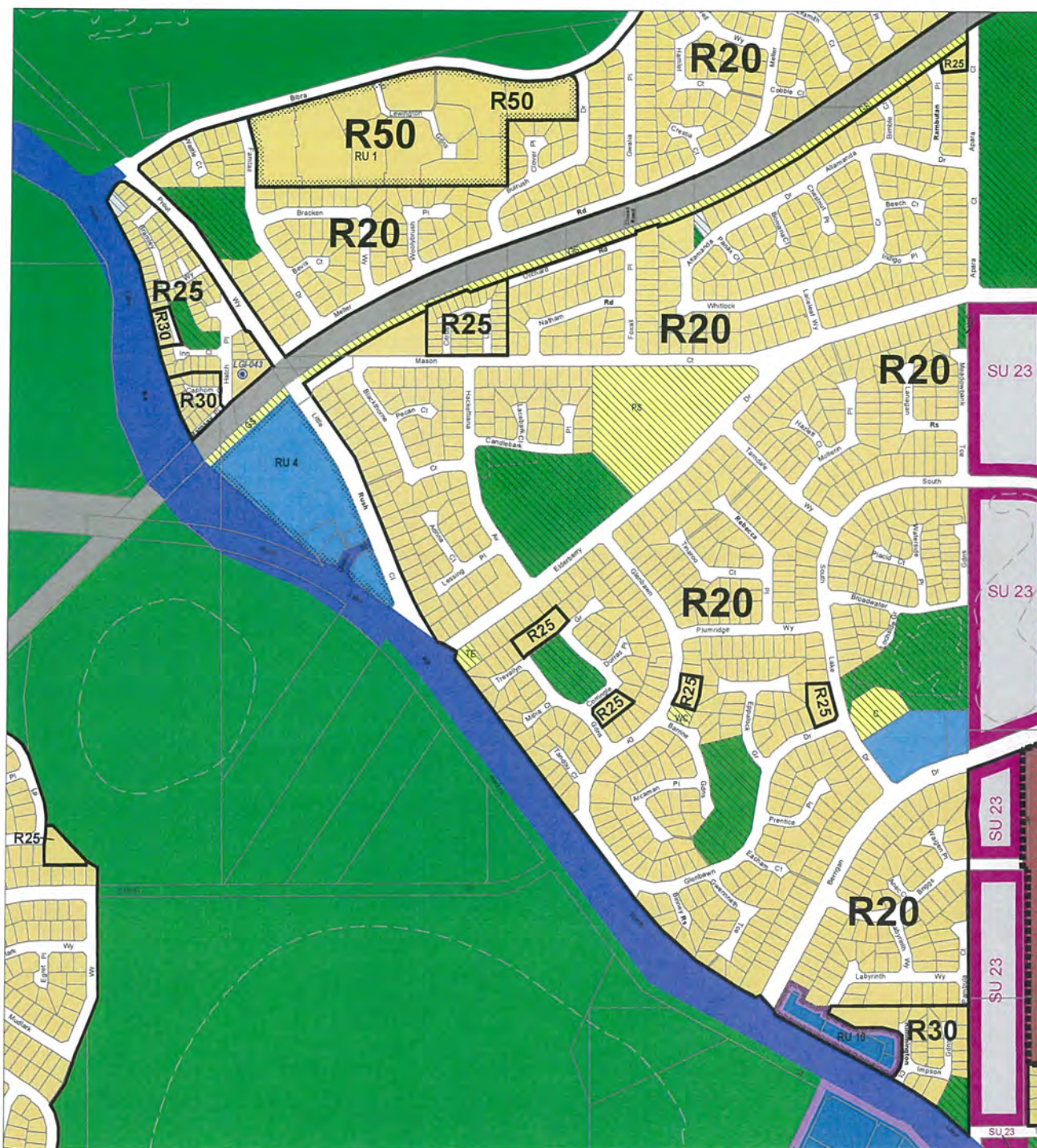
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Current Scheme Amendment Map

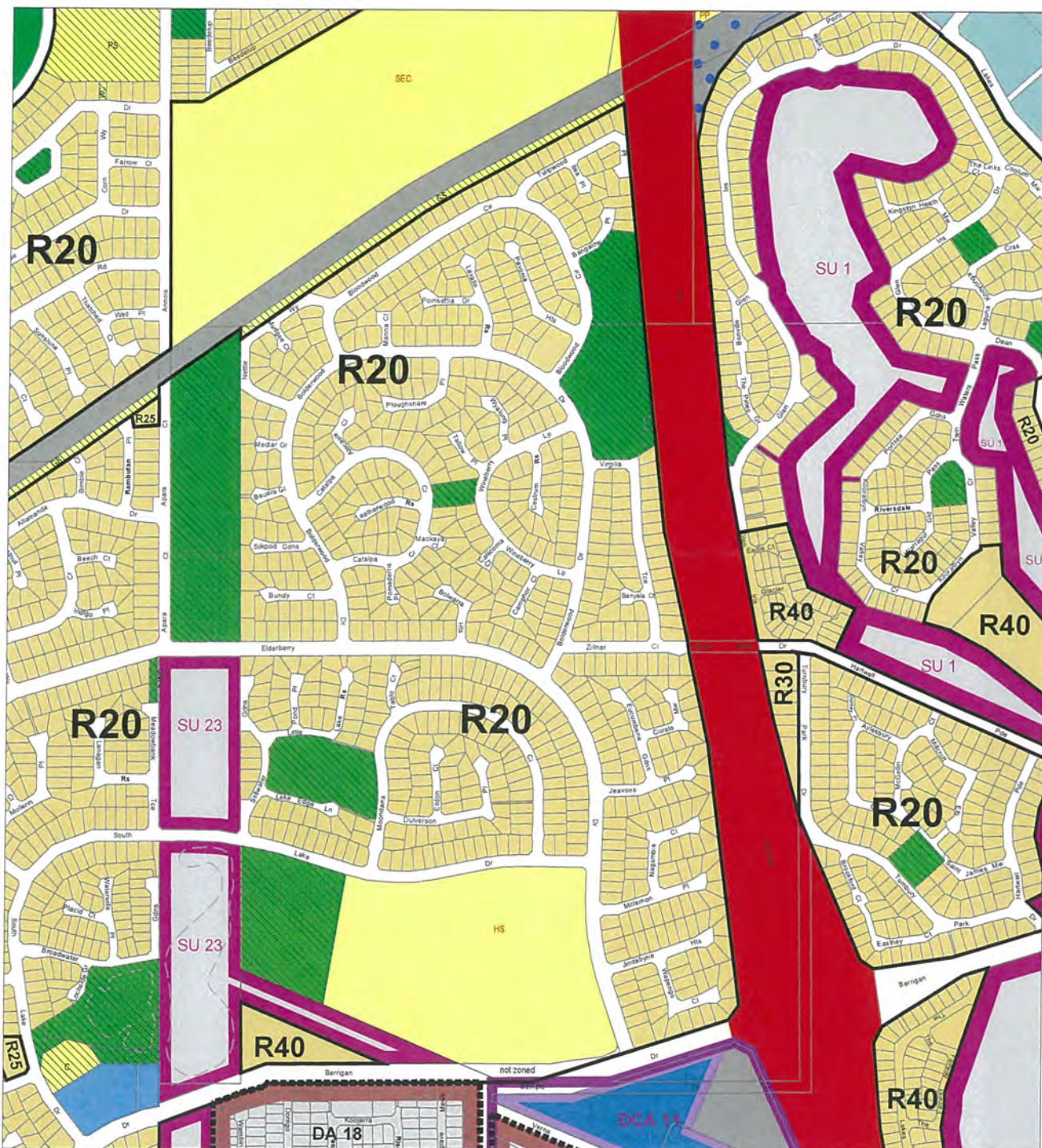
Town Planning Scheme No.3

Amendment No.118

Map 2 of 4



GENERAL	REGION RESERVES	LOCAL RESERVES	ZONES
<ul style="list-style-type: none"> Scheme Boundary Residential Density Codes Restricted Uses Heritage Place 	<ul style="list-style-type: none"> Parks & Recreation Railways Water Catchments Primary Regional Roads Other Regional Roads Public Purposes DENOTED AS FOLLOWS: <ul style="list-style-type: none"> HS - High School U - University SEC - State Energy Commission WSD - Water Authority of WA 	<ul style="list-style-type: none"> Parks & Recreation Lakes & Drainage Local Road Public Purposes DENOTED AS FOLLOWS: <ul style="list-style-type: none"> C - Civic GS - Gas Pipeline K - Pre-School PS - Primary School TE - Telstra WC - Water Corporation 	<ul style="list-style-type: none"> Residential Local Centre Mixed Business Development Special Use Resource



GENERAL

- Scheme Boundary
- Residential Density Codes
- Restricted Uses
- CGL001 Heritage Place

SPECIAL CONTROL AREAS:

- DA 1 Development Areas
- DCA 1 Development Contribution Areas

REGION RESERVES

- Parks & Recreation
- Railways
- Water Catchments
- Primary Regional Roads
- Other Regional Roads
- Public Purposes DENOTED AS FOLLOWS:
 - HS - High School
 - U - University
 - SEC - State Energy Commission
 - WSD - Water Authority of WA

LOCAL RESERVES

- Parks & Recreation
- Lakes & Drainage
- Local Road
- Public Purposes DENOTED AS FOLLOWS:
 - C - Civic
 - GS - Gas Pipeline
 - K - Pre-School
 - PS - Primary School
 - TE - Telstra
 - WC - Water Corporation

ZONES

- Residential
- Local Centre
- Mixed Business
- Development
- SU-1 Special Use
- Resource



0 200m
Scale

Current Scheme Amendment Map

Town Planning Scheme No.3

Amendment No.118

Map 4 of 4

LOCAL RESERVES

 Parks & Recreation

 Local Road



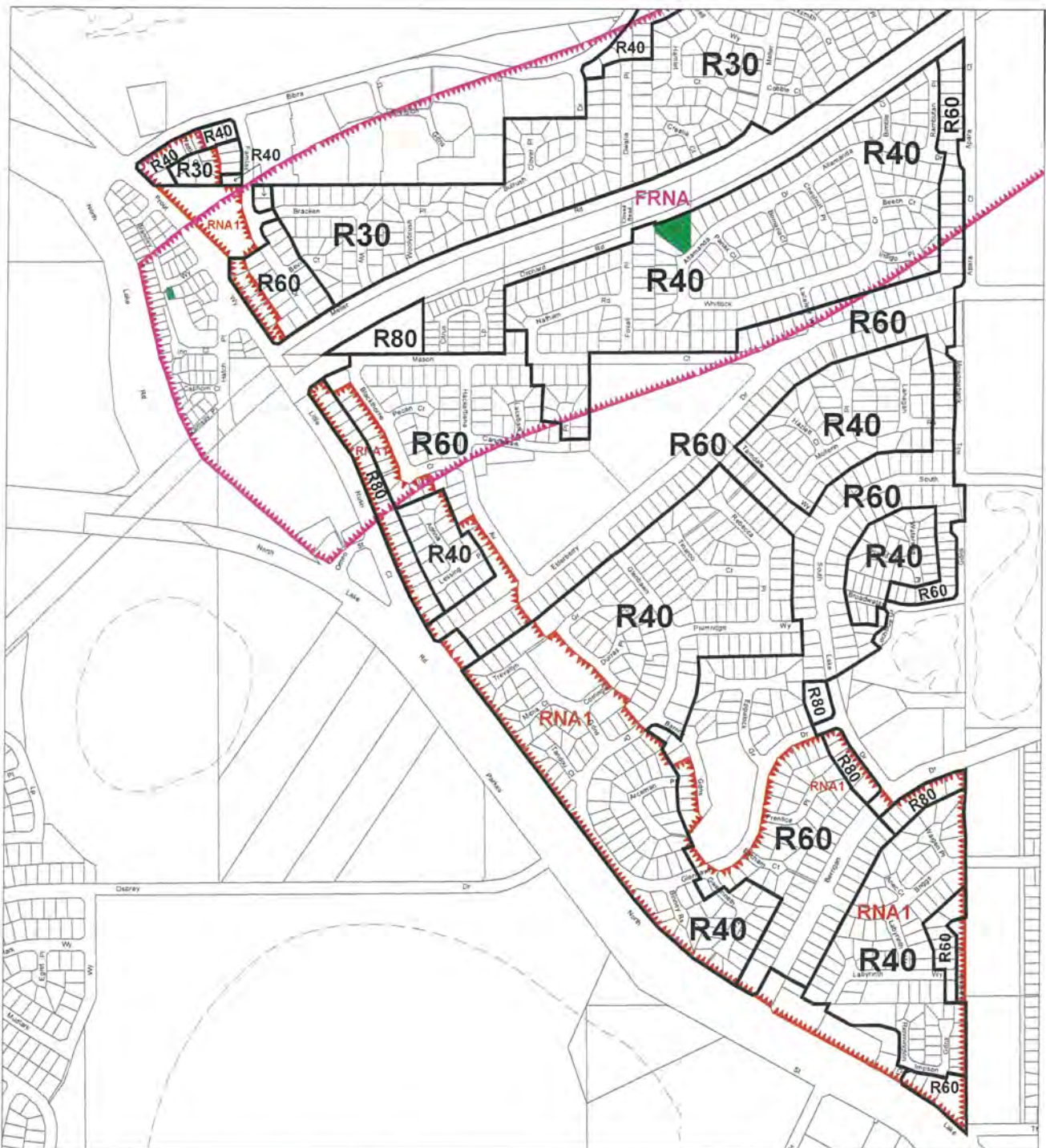
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Proposed Scheme Amendment Map

Town Planning Scheme No.3

Amendment No.118

Map 2 of 4



GENERAL

R20 Residential Density Codes

SPECIAL CONTROL AREAS:

FRNA Freight Rail Noise Area

RNA1 Road Noise Area

LOCAL RESERVES

Parks & Recreation



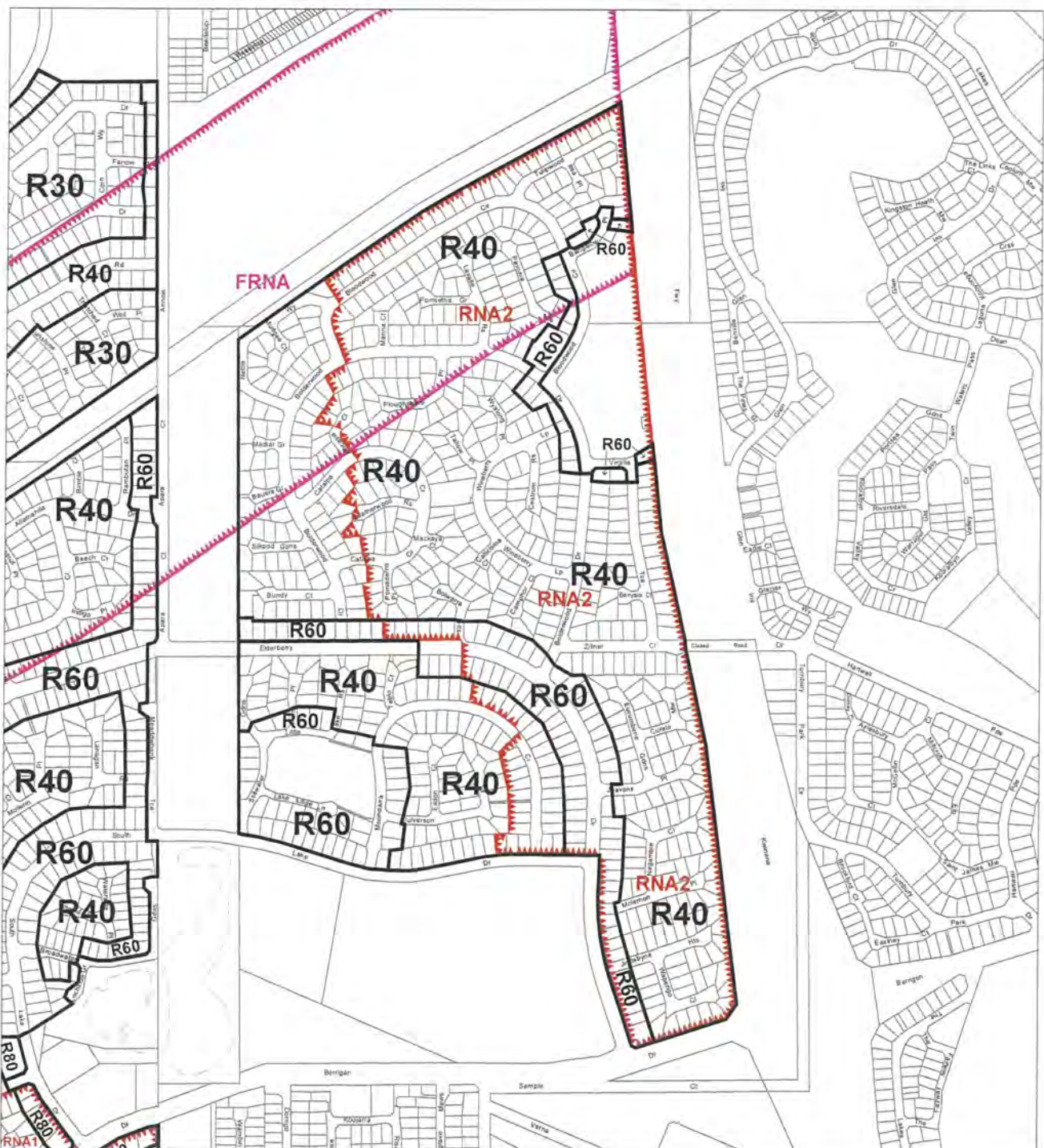
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Proposed Scheme Amendment Map

Town Planning Scheme No.3

Amendment No.118

Map 3 of 4



GENERAL

R20 Residential Density Codes

SPECIAL CONTROL AREAS:

FRNA Freight Rail Noise Area

RNA1 Road Noise Area

LOCAL RESERVES

Local Road



0 200m
Scale

Proposed Scheme Amendment Map

Town Planning Scheme No.3

Amendment No.118

Map 4 of 4

POL	FREIGHT RAIL VIBRATION / NOISE AND ROAD NOISE AREAS	LPP #TBA
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POLICY CODE:	LPP # TBA
DIRECTORATE:	Planning and Development
BUSINESS UNIT:	Planning and Development
SERVICE UNIT:	Strategic Planning
RESPONSIBLE OFFICER:	Manager, Strategic Planning
FILE NO.:	109/118
DATE FIRST ADOPTED:	TBI
DATE LAST REVIEWED:	TBI
ATTACHMENTS:	Acoustic Report (see 4 below)
DELEGATED AUTHORITY REF.:	OLPD 33
VERSION NO.	1

Dates of Amendments / Reviews:	
DAPPS Meeting:	N/A
OCM:	12 October 2017

BACKGROUND:

The City of Cockburn Town Planning Scheme No. 3 ("Scheme") provides discretionary considerations with regard to the assessment of proposal/(s) for development within the Freight Rail Noise Area ('FRNA'), and/or the Road Noise Areas ('RNA1' or 'RNA2'), being special control areas under Part 5 of the Scheme.

PURPOSE:

To provide guidance for the exercise of discretion in respect of development applications within:

- the FRNA;
- the RNA's;
- and in some cases, those properties within both a FRNA and a RNA.

POLICY:

- (1) Development approval requirements regarding the erection or extension of a Single House, Ancillary Dwelling, Grouped Dwelling(s) or Multiple Dwelling(s):

Part 5 of the Scheme requires development approval for the erection or extension of a single house, ancillary dwelling, grouped dwelling and/or multiple dwelling where such development is within the Freight Rail Noise Area or Road Noise Area's. Application/(s) for development approval in this regard should:

- a. Implement a pre-determined standardised set of 'deemed to satisfy' noise and vibration attenuation measures, as provided by the City's Freight Rail Noise Acoustic Report (for land within the FRNA); and Implement a pre-determined standardised set of 'deemed to satisfy'

POL	FREIGHT RAIL VIBRATION / NOISE AND ROAD NOISE AREAS	LPP #TBA
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noise attenuation measures, as provided by the City's Road Noise Acoustic Reports (for land within either RNA1 or RNA2); and

- b. Be conditioned as part of a development approval to comply with a pre-determined standardised set of 'deemed to satisfy' noise and vibration attenuation measures, as provided by the City's Freight Rail Noise Acoustic Report (for land within the FRNA); and be conditioned as part of a development approval to comply with a pre-determined standardised set of 'deemed to satisfy' noise attenuation measures, as provided by the City's Road Noise Acoustic Reports (for land within either RNA1 or RNA2).

Or alternatively;

- c. An application may be accompanied with a site specific assessment. Any site specific assessment and measures that accompany an application for development approval must be prepared by a suitably qualified acoustic consultant. Such must be to the satisfaction of the City of Cockburn, and specifically demonstrate;
 - i. how the noise and vibration considerations as set out in the City's Freight Rail Noise Acoustic Report can be achieved and/or;
 - ii. how the noise considerations as set out in Road Noise Acoustic Reports will be appropriately addressed, depending on the relevant special control area which applies. This is to comply with SPP 5.4 and the associated guidelines; and
- d. Be conditioned as part of a development approval to comply with the requirements of point 'c' above and SPP 5.4.

- (2) The City of Cockburn's discretionary considerations regarding '*minor extensions*':

In some cases, extensions to a Single House, Ancillary Dwelling, Grouped Dwelling/(s) or Multiple Dwelling/(s) may be so minor as to not warrant the requirement of a development application. Note that such minor extensions may still require development approval unrelated to the issue of the Freight Rail Noise or Road Noise Special Control Areas (e.g. land use permissibility or the nature of the physical works).

While there is an expectation that extensions will require compliance with Part 5 of the Scheme, the following types of extensions are considered to be '*minor extensions*' and as such may not require development approval and application of this policy:

- a. Extensions to an existing dwelling that increases the floor area of that dwelling by no more than 20% in total and excludes points 'b' to 'f' below;
- b. Swimming Pool;
- c. Outbuilding;

POL	FREIGHT RAIL VIBRATION / NOISE AND ROAD NOISE AREAS	LPP #TBA
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- d. Carport;
- e. Garage;
- f. Alfresco or Patio

Note (2): [There is plenty of evidence (World Health Organisation 2009) that sleep is a biological necessity, and disturbed sleep is associated with a number of health problems, particularly with children. Therefore, bedrooms (where people sleep) should be prioritised in the contemplation of discretionary considerations in relation to 'minor extensions'. Noise attenuating bedrooms should be prioritised over noise attenuating areas such as a kitchen, or dining room where residents are generally not sleeping. Consideration is to be given to locating bedrooms away from major roads/ rail transport corridors. Where bedrooms are contemplated on the same side of a building as the major transport corridor consider the following;

- o *Locate windows/doors on the side (perpendicular) of the building or where possible, the opposite side of the building to the transport corridor;*
- o *Keep window/door sizes as small as practicable;*
- o *Select awning/casement style windows over sliding windows;*
- o *Avoid sliding door access from a bedroom to balcony;*
- o *Aim to locate balconies on the same side of the building as the transport corridor.*

It is noted the "20%" extension guide (2(a) above) may unintentionally disadvantage smaller existing dwellings over larger dwellings. Discretion in relation to the nature of the proposed extension (bedroom vs kitchen etc. as discussed above) may be considered by the Local Government as per proper and orderly planning principles.]

(3) Exercising discretion with regard to Freight Rail noise and vibration criteria:

Part 5 of the Scheme recognises in some few instances it may not be reasonable and practicable to meet the full extent of the expected vibration construction standards or criteria, provided by the Freight Rail Noise Acoustic Report. In these instances, the Local Government may exercise some level of discretion taking in to account:

- a. Whether the implementation of the recommended vibration attenuation is demonstrated by the applicant to be a proportionally exorbitant cost in relation to the cost of the proposed structure or addition; and
- b. Whether the applicant has demonstrated a consideration of other design options, in order to potentially reduce cost, which addresses the City's vibration attenuation measures.

Note (3): [The Schemes 'reasonable and practical' discretion is in relation to meeting the full extent of the vibration criteria only, subject to the above Local Planning Policy criteria which is to be to the satisfaction of the City of Cockburn.]

(4) The Freight Rail Noise (and vibration) Acoustic Report to which Part 5 of the Scheme and this Policy refer is identified as the Freight Train Noise and Vibration Assessment which applies to Bibra Lake (North), Bibra Lake

POL	FREIGHT RAIL VIBRATION / NOISE AND ROAD NOISE AREAS	LPP #TBA
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(North-East) and South Lake (North) prepared by Lloyd George Acoustics and may be updated from time to time.

- (5) The Road Noise Acoustic Reports to which Part 5 of the Scheme and this Policy refer are identified as the Road Traffic Noise Assessments (x 2) for North Lake Road and a separate report for Kwinana Freeway, all three prepared by Lloyd George Acoustics and may be updated, independently or together, from time to time.
- (6) Where development approval is considered for a property within the Scheme's Freight Rail Noise Area ('FRNA') in addition to the Road Noise Areas ('RNA 1' or 'RNA 2') the application of the more stringent Deemed to Satisfy ('DTS') package, and potentially the inclusion of clay roof tiles, is to be conditioned as part of the development approval. This is specifically for those applications which are considered in accordance with a DTS package rather than those determined under a site specific assessment. Development applications considered in accordance with a site specific assessment are to consider both noise/vibration sources (as per the appropriate Acoustic report requirement) and apply an appropriately tailored treatment package.

Note (6): [Please refer to the relevant Acoustic reports for further detail regarding criteria for properties within both the FRNA and RNA special control areas or discuss with City of Cockburn Officers for further clarification.]

**SCHEDULE OF SUBMISSIONS - PROPOSED SCHEME AMENDMENT NO. 118
THE 'LAKES REVITALISATION PROJECT' SCHEME AMENDMENT**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Drew Jackson Ward 2 Orchard Road SOUTH LAKE	SUPPORT (No further comment provided).	Noted.
2	Nicole van Blommestein 43 Colonial Drive BIBRA LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
3	Marko Vukic 8 Clover Place BIBRA LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
4	Ian & Colleen Robinson 21 Colonial Drive BIBRA LAKE WA 6163	SUPPORT We both support the proposed amendments to the town planning scheme, it is our opinion that our area Bibra lake is now starting to get old and tired, the rezoning will create opportunity for expansive redevelopment and considering the infrastructure new to the area since its development in the eighties (Murdoch university, St. John of God hospital, Fiona Stanley hospital and Cockburn central) the time is now right to see a new modern Bibra lake. Ian & colleen Robinson.	Noted. It is agreed the location of the study area being in proximity to state infrastructure (including Hospitals and Universities) is conducive to an increase of density codes over the subject area. This is consistent with Broader State Planning Policy objectives and 'proper and orderly planning'.
5	Lawrence Holloway 15 Bolderwood Drive SOUTH LAKE	SUPPORT (No further comment provided).	Noted.
6	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
7	Landowner	SUPPORT – SUBJECT TO CONDITION	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	(wishes for details to remain confidential)	<p>While I can see infill is inevitable. I am extremely concerned about loss of vegetation. Particularly large trees and established shrubs. These are essential for the survival of many birds and animals as well as keeping adjacent areas cool. What measures will be taken to ensure they are retained wherever possible. Bylaws, or just hope land owners will put environmental issues above maximum financial gain? One of the reasons I live in this area is the presence of established vegetation. I would move away if there was uncontrolled removal. This area would just become like all the other hot sterile suburbs. Also, will neighbours have any say in what sort of development can occur on an adjoining blocks?</p>	<p>Noted. Part 2 (Recommendations) of the 'Lakes Revitalisation Strategy' (which you may recall informs Scheme Amendment No. 118) provides Action 3.1 as follows;</p> <p>"Continue to revitalise key streets in the Lakes area by continuing street tree planting already commenced throughout the Lakes streets."</p> <p>The Strategy also includes a "Parks, streetscapes upgrades reference map" with a corresponding table outlining the details proposed by the City of Cockburn in relation to Parks (and vegetation). Specifically points; 2, 10, 12 and 23. A further table is provided titled "Streetscapes" and includes items; 1, 2, and street tree planning is also reflected under Actions; 3.3, 3.2 and 3.4. Under the costing schedule identified under the Strategy the City estimates a timeframe of 1-3 years for Action 3.1 at a cost of \$300,000* and an estimate of \$1,120,000* for action 3.2.</p> <p>These actions are identified as actions to be undertaken by the City of Cockburn in the public realm. These actions, as described in detail within Council's adopted 'The Lakes Revitalisation Strategy' will result in the planting of trees and shrubs. This is understood to be in keeping with the objectives of this submission.</p> <p>In addition to the above the City of Cockburn has recently approved a 'Subdivision and Development Street Tree Policy' which is a 'Local Planning Policy' to which the Town Planning Scheme No. 3 refers. The objective of this Policy is to mandate Street trees are to be provided at the rate of one tree per fee-simple (green title) lot, or in the case of lots less than a 10m width, at a rate to be determined by the City. Whilst this will not mandate street trees for grouped dwelling (strata title lots) or single dwellings, the Policy will potentially result in further planting, establishment and maintenance. This initiative coupled with the City's identified Street Tree planting within the Strategy are considered to be valuable contributions which will;</p> <ul style="list-style-type: none"> • Providing pedestrians and cyclists with cooler and more attractive access ways throughout the City; • Improving air quality; • Improving property values; • Providing habitat for native fauna; • Reducing heat island effect; • Enhancing the character and attractiveness of our suburbs.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>The City recognises the importance of trees in contributing to the health and well-being of our communities and is therefore committed to:</p> <ul style="list-style-type: none"> • Preserving the City's Urban Forest through tree protection and maintenance programs; • Increasing the number of street trees on verges through proactive planting programs and plantings associated with the subdivision and development of land; • Increasing the canopy coverage throughout the City. <p>In addition to the above, based on the previous Revitalisation Strategies and Scheme Amendments for Coolbellup, Hamilton Hill and Phoenix, the rate of redevelopment is relatively miniscule at 3-5%p.a. On this basis the clearing of existing trees on residential blocks, for the purposes of development resultant upon by this Scheme Amendment, is considered to be relatively minor. The City cannot predict nor guarantee the rate of future development of the Lakes, and therefore this advice is provided on a without prejudice basis.</p> <p>It is important to note also that this amendment aims to increase the residential density in a manner that counteracts urban sprawl (as a State). Urban sprawl generally results in clearing of native flora and impacts on fauna. On this basis from a broad strategic perspective the application is reflective of proper and orderly planning (and environmental) objectives.</p> <p>With respect to the question regarding developing on neighbouring blocks, as outlined under the Frequently Asked Questions ('FAQ') provided during advertising by the City to residents, the 'Residential Design Codes' mandates future Residential development requirements and specifies when neighbour consultation (in relation to residential development) is required and for which R-Code variation/(s).</p> <p>On this basis should your neighbour seek to build next door and should their application involve variation/(s) to the R-Codes the City will ensure advertising to yourself of your neighbours application specific to the variation/(s) as outlined by the R-Codes. Should the hypothetical proposal not result in any variation/(s) the application under that scenario would not be advertised to you. This is a standard State Wide approach as set by the State Government for all Local Governments to follow.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
8	Telstra Locked Bag 2525 PERTH WA 6001	SUPPORT (No further comment provided).	Noted.
9	Landowner (wishes for details to remain confidential)	SUPPORT I support the proposal because I think it is vital to making a more sustainable Perth. In-filling is important as we grow our population and it allows economic growth in these older suburbs as well as improvements to services after new rate payers come in to the City of Cockburn. I also think that it will overall be good for house prices in the area and hopefully show improvements in the overall demographic of the neighbourhood providing improved security and community safety.	Noted. It is agreed, in-fill development is a sensible objective with respect to population growth particularly where it may result in economic stimulation.
10	David Gooding (Santorini Earthquake P/L) 89 View Tce, Bicton (42 Bibra drive, Bibra Lake)	SUPPORT Perth in general needs more land infill to slow the urban sprawl. Bibra Lake is so close to so many amenities it just makes sense. Railway, hospitals, university, freeway. Higher density living in this area is a no-brainer in my opinion.	Noted. It is agreed, in-fill development is a sensible objective with respect to population growth.
11	Steven Dobson PO Box 241 Willetton WA 6955	SUPPORT This scheme amendment will be a positive outcome for the Bibra Lake area.	Noted. As well as North Lake, and South Lake.
12	Landowner (wishes for details to remain confidential)	SUPPORT I own a property identified for rezoning and I support the proposed scheme amendment	Noted.
13	Raja Gopal 130 Parkway Road Bibra Lake WA	SUPPORT Lawns are getting too big to handle, rezoning helps me to downsize and yet stay in Bibra Lake and enjoy other facilities.	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
14	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
15	Samuel Carmody 106 Elderberry Drive, South Lake	SUPPORT I support the rezoning as proposed in the Amendment.	Noted.
16	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
17	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT Although I support the Proposed Scheme Amendment No. 118 to the City Of Cockburn Town Planning Scheme No 3, "The Lakes" Revitalisation Scheme Amendment. I AM OPPOSED to any destruction of "THE WETLANDS" This is a fragile eco system, once destroyed will be lost for ever. I can't stress enough the value of this system. Mr Barnett was a fool to start the Roe 8 extensions. It will take years to repair his blunder. I was doing traffic management for Roe 7 and the diversion they took to protect Flora and Fauna, was amazing. I hope Cockburn does the same to protect the delicate Eco system, with respect to local wildlife having nests to bread their young. Destroy that and you've lost it for good. I trust the council makes correct decisions when it comes to The Wetlands.	Noted. The City of Cockburn does not support Roe 8 either. Please note the Scheme Amendment study area (see Attachment 1) applies only to the residential zoned land and not the wetlands. On this basis the proposal does not involve the destruction of the wetlands.
18	Kwang Ngui 4 Braceby Close Willetton WA 6155	SUPPORT <i>(No further comment provided).</i>	Noted.
19	Landowner <i>(wishes for details to remain confidential)</i>	OBJECTION Increased density in the area leads to increased numbers of people, cars, sewerage, water usage	Under Directions 2031 and beyond (State Government Planning Document) it makes mention by 2031 the population of Perth and Peel is

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		(pollution). We should be preserving the lake area as much as possible.	<p>expected to have grown by between 35 and 40 per cent. This has significant implications for the City which must be planned carefully to ensure we preserve the qualities and characteristics we most value - the beaches, parks, bushland, lakes and wetland habitats</p> <p>The City aims to avoid urban sprawl by intensifying development within existing suburbs. The alternative population growth management practice is that the future residents live in greenfield, outer regions. This might result in increased levels of pollution, vehicle emissions and public infrastructure construction.</p> <p>It is considered appropriate and within the interest of sustainability and proper and orderly planning to increase the density of the subject area via a Scheme Amendment. It is important to note these increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report.</p> <p>In response to population growth, Directions 2031 has addressed the need to plan for urban expansion beyond 2031 and initiated the process by undertaking scenario planning. In order to plan for the land supply and housing needed to accommodate a City of 3.5 million people, three growth scenarios for different rates of infill and greenfield development have been modelled on high, medium and low-density scenarios. The Lakes Amendment directly contributes to the State Governments infill targets and is therefore consistent with State Government objective as outlined by Directions 2031. This plans for the expected population, consideration of reduction in cars (number of trips and total emissions) and lessening the pressure on government agencies and service providers to provide additional public infrastructure for a sprawling City (such as sewer and water).</p> <p>In addition to the above please note the proposal does not involve any impact on the lakes/ wetlands. The Scheme Amendment applies to existing residential land only.</p>
20	Tracy Kilian 27 Candlebark Place SOUTH LAKE	<p>SUPPORT</p> <p>South Lake is a bit 'tired' despite being in a great, central location. Higher density development would stimulate more activity and investment in the area leading to even better facilities and infrastructure and revitalising the</p>	<p>Noted. That is correct, you are not obligated to develop if/when the Amendment is Gazetted. It is agreed the study area is a great infill development opportunity, which is consistent with the objectives of the State government's broad Planning documents (such as directions 2031).</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		area as per the strategy plan. My property is one targeted for [recoding] to a much higher density and, although I don't plan to redevelop in the near future, I love that the option would be there for the future. This plan can only improve the area and I definitely support it.	
21	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT I am interested in the Scheme amendment being completed asap so that I may begin plans to redevelop the property. This change in the planning scheme will be great for the area, providing additional housing options and an uplift in the general amenity.	Noted. The Scheme Amendment will need to be presented back to Council for final adoption. The Amendment will then be sent to the Department of Planning/ WAPC and then the Hon. Minister for Planning. Once/ should this be Gazetted the amendment will at that stage allow for your future redevelopment (subdivision/ development) plans to commence.
22	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT We, <i>[names have been removed – due to confidentiality request]</i> , the “Residents” are the residents of number <i>[street number has been removed due to confidentiality request]</i> Elderberry Drive situate in South Lake, Western Australia (the “Property”). We confirm that:- 1. We are in strong support of the proposed Residential coding density changes for the Property (that being identified as R-60) and the proposed Residential coding density change for South Lake generally, to be in accordance with the City of Cockburn adopted Lakes Revitalisation Strategy (May 2016) and the Lakes Revitalisation Strategy Background Report (December 2015) (the “Strategies”). 2. the Residents purchased the Property with the intention of commencing and initiating prospective developments (and or multiple dwelling developments) on the Property in accordance with	The strong support for the Strategy, Background Report and Scheme Amendment are noted. The City notes your due-diligence with respect to speaking to your accountant, bank and builders. This behaviour is supported by the City and considered to be an important step in the development process.

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		<p>the Strategies;</p> <p>3. The Residents have sought advice from Accountants regarding taxation consequences for prospective developments, Private Bankers and Residential Property Developers and City of Cockburn Council representatives.</p> <p>The Residents believe that the Strategies and submissions:-</p> <ol style="list-style-type: none"> 1. are consistent with Liveable neighbourhoods, with a strong focus on walkable catchments to activity centres, public transport linkages in conjunction with increased residential densities and overall public image; 2. seek to maximise the growth potential of the South Lake community and housing sector; 3. seek to revitalise and rebrand the South Lake area as a liveable neighbourhood consistent with modern development and more particularly being an up and coming suburb which will in-turn render high demand for dwelling and purchase. The Residents look forward to hearing from you favourably. 	
23	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p>I Support this proposed scheme amendment No.118 - The Lake Revitalisation because it gives benefits to Bibra Lake community where as it revitalise the lakes communities and with ability to accommodate more people into community and strengthen the community. Recoding or rezoning the lakes land gives opportunity to finance growth with current land owners also with the opportunity to meet the population growth statistic 2036.</p>	<p>The support for Scheme Amendment No. 118 is noted.</p>

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24	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
25	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT I appreciate this project because it can help people seeking to find a house to stay nearby their workplace and that reduces traffic. It can help to upgrade the suburb facilities because more residences mean more Council income leading to better funds in the pool to improve the environment.	Noted and agreed, reducing dependency on driving, and car emissions, is considered also to be a positive outcome of this project. The intended upgrades to community infrastructure are outlined within the Lakes Strategy Report (this report along with the 'Background' Report both inform the Scheme Amendment).
26	Maureen Pelugmacher 100 Elderberry Drive SOUTH LAKE WA	OBJECTION I like to have my own privacy otherwise I could move to that eyesore you have at Cockburn Central. So no thank you just leave us alone.	<p>Noted. Cockburn central is characterised by an array of large 'Multiple Dwellings' on large landholdings. The Cockburn Central development outcome is resultant upon by site specific Structure Plans which provide for detailed development guidance and specifically mandate minimum storey heights and other such construction requirements.</p> <p>A large proportion of the residential land in Cockburn Central is zoned 'Mixed Use' under the Cockburn Central Structure Plans.</p> <p>The Lakes Amendment area differs to Cockburn central. The Land is zoned 'Residential' rather than being in a Structure Planning area (Development Zone). The lot sizes are smaller (current single residential), the density codes are proposed to be prescribed from R30 to R60 with some R80. This is lower than that in Cockburn Central. It is anticipated the rate of redevelopment will be at 3-5%p.a with the majority of residents constructing grouped dwellings.</p> <p>Whilst there may be some Multiple Dwellings within the Lakes Scheme Amendment area, the lot sizes are much smaller than in Cockburn Central. On this basis, in accordance with the R-Codes (State Planning Policy 3.1) the possible development outcomes are restricted more stringently than in Cockburn central.</p> <p>The planning framework for Cockburn central is based around high density (possibly the highest in Cockburn Council) based around the major shopping centre precinct. The areas of North Lake, South Lake and</p>

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			<p>Bibra Lake differ to that in Cockburn Central. These suburbs are established traditional residential suburbs. As such this objection is noted. It is advised the development outcome in South Lakes will almost certainly not result in a Cockburn central 'type' outcome. This is not possible due to the reasons as listed above.</p> <p>With respect to privacy, it is assumed this relates to the perception that large (Cockburn Central type) apartment complexes might be located next door to you/ within your suburb? As mentioned above, the extremities of Cockburn central are not likely to occur in South Lake, Bibra Lake or North Lake. The issues of privacy (with respect to the proposed Residential densities) will be dealt with under the R-Codes with respect to any future grouped dwelling applications or (expectedly smaller than Cockburn Central) multiple dwelling applications.</p>
27	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p><i>(No further comment provided).</i></p>	Noted.
28	<p>Kon Kiong Chang 18 Brockman Avenue BULLCREEK WA 6149</p>	<p>SUPPORT</p> <p>It is a decent move by the planning and development department. I believe the majority land owners are happy about the proposed scheme amendments map. Thank you for the hard work, well done.</p>	Noted and appreciated. Thank you for your acknowledgement.
29	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p><i>(No further comment provided).</i></p>	Noted.
30	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>OBJECTION</p> <p>I am not subdividing I don't approve this, thanks.</p>	<p>Landowners within the Lakes Scheme Amendment area are not obligated to subdivide (following the potential recoding's). On this basis you are not obligated to subdivide.</p> <p>Whilst you may not wish to subdivide, as the current land owner, it is important to note the strategic Planning context of this amendment as it sits within the State Governments broad objectives.</p>

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			<p>Under Directions 2031 and beyond (State Government Planning Document) it makes mention by 2031 the population of Perth and Peel is expected to have grown by between 35 and 40 per cent. This has significant implications for the City which must be planned carefully to ensure we preserve the qualities and characteristics we most value - the beaches, parks, bushland, lakes and wetland habitats</p> <p>The City aims to avoid urban sprawl by intensifying development within existing suburbs. The alternative population growth management practice is that the future residents live in greenfield, outer regions. This might result in increased levels of pollution, vehicle emissions and public infrastructure construction.</p> <p>It is considered appropriate and within the interest of sustainability and proper and orderly planning to increase the density of the subject area via a Scheme Amendment. It is important to note these increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report. Please refer to our website under; www.cockburn.wa.gov.au/thelakes for details.</p>
31	Daniel & Anna Black 4 Walliabup Way BIBRA LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
32	Mark Wissmann 17 Alocasia Close SOUTH LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
33	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
34	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT We support the proposal to avoid urban sprawl.	Noted and agreed. The Lakes Amendment directly contributes to the State Governments infill targets and is therefore consistent with State Government objectives as outlined by Directions 2031.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
35	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT Thank you	Noted and thank you for your submission.
36	Mark Campbell 65 Parkway Road BIBRA LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
37	Maxine Jean Fear 16 Little Rush Close SOUTH LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
38	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
39	Claire Lyons and Karen Denny 3 Clamp Court BIBRA LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
40	Jennifer Louise Beale 60 Manbaru Crescent WANNEROO WA 6065	SUPPORT <i>(No further comment provided).</i>	Noted.
41	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
42	Norm and Rhonda Johnson 26 Parkway Road BIBRA LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
43	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
44	Alan Muir 5 Chestnut Place	SUPPORT	

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	Southlake 6164	<i>(No further comment provided).</i>	Noted.
45	Joel David Talbot 24 Du Maurier Road NORTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
46	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
47	Sean Fitzgerald and Stephanie Du Boulay 92 Glenbawn Way SOUTH LAKE WA 6163	SUPPORT We believe it is necessary to re-code the area as the houses are old and tired and the suburb is in desperate need of revitalisation. New villas, townhouses and units will provide affordable housing for both young and old. With the increased population this in turn will support the local businesses and current infrastructure together with increased financial returns for the council/government via land and water rates etc.	Noted and agreed. The Lakes Amendment directly contributes to the State Governments infill targets and is therefore consistent with State Government objectives as outlined by Directions 2031. It is expected the mix of housing typologies will provide for a range of affordable housing to meet the needs of the existing and future residents.
48	Shali-u-din & Magdalena Bhugeloo 11 Labyrinth Way SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
49	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT Our house is built in the 1980s. We have tried to accommodate it to our needs and tastes. However, the problems are haunting. The ruptured pipes are among the main issues. Every other year we have to call out a tradie to replace a section of a pipe in a hot water system or clear the blockage in the sewage discharge.	Noted. It is respectfully assumed from this submission you are in favour of demolishing your dwelling (along with its sewerage problems) to construct new dwelling/(s)? This option may become available to you following the Hon. Minister for Planning's approval and the subsequent Gazettal of Scheme Amendment No. 118.
50	Ms Kathryn Blamey 3 Barrine Gardens SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.

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51	Ivan Mraovic 8 Nathan Road SOUTH LAKE WA 6163	OBJECTION (No further comment provided).	Noted.
52	Landowner (wishes for details to remain confidential)	OBJECTION (No further comment provided).	Noted.
53	Landowner (wishes for details to remain confidential)	SUPPORT Support is subject to extra facilities being provided in line with extra residences. I am also annoyed that community consultation was not conducted prior to council objecting to Roe8. Given that the redevelopment proposed includes the Bibra Lake area, there seems to be a vested interest. How does council intend to address the extra trucks which now use Berrigan and North Lake which would have used Roe8. Also council should encourage protestors to volunteer to revegetate Roe8	<p>Noted. The Lakes Revitalisation Strategy Document and The Lakes Revitalisation Strategy Background Report both provide details on the extra facilities planned to be provided and provide justification behind each element. For specific details with respect to the planned 'Actions' please refer to pages 34, 35, 36, 39 to 41 of 47 of the Strategy (May 2016 version). This document provides specific 'Action' budget and timeframe information with respect to 'extra facilities'.</p> <p>Please note the Roe8 Objection from the City of Cockburn is a separate matter to this Scheme Amendment. This Scheme Amendment does not relate to the Roe 8 proposal. Notwithstanding, it is important to note the City's long campaign was, with respect, very much a public submission. This included marches, t-shirts, lobbying, a public Council report, information on the City's website and a range of community interactions.</p> <p>The City of Cockburn at its Ordinary Council Meeting held on 11 June 2015 resolved not to support 'Option 1 (MRS)' freight transportation infrastructure upgrade option but rather the City supports Option 2 (Rail). The City of Cockburn's reasoning, as partially extracted from the 11 June 2015 Council meeting, is outlined as follows:</p> <p><i>"The City proposes the construction of an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct. Such a facility forms part of Directions 2031 planning for the region and has long had a concept District Structure Plan prepared. This facility will support the storage, packing and movement of containers for freight generated from the south-metropolitan area that goes to and from Fremantle. It would utilise existing rail infrastructure, whilst also catering to a future outer harbour, which will be located in close proximity to the facility, but would not be dependent on the construction of a port for its viability. The bulk of the land required for</i></p>

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			<p><i>this facility is also in Government ownership."</i></p> <p>For more details please refer to page 79 of 113 "City of Cockburn's position – Roe 8" of the City of Cockburn - The Lakes Revitalisation Strategy December 2016 Background Report. The revegetation request, within Roe 8, is noted and the City will continue to advocate that the State Government appropriately embellishes this area to the satisfaction of DPaW and DER.</p>
54	Bill & Iris Ng 1 Lessing Place SOUTH LAKE WA 6163	<p>SUPPORT</p> <p>Developing Cockburn vicinity will prosper the whole community and also help raise more revenue for council to improve our daily necessities and overall welfare and benefits.</p>	<p>Noted. 'The Lakes Revitalisation Strategy' Document and 'The Lakes Revitalisation Strategy Background Report' both provide details on the planned 'Actions' to be implemented and provide justification behind each element. For specific details with respect to the planned 'Actions' for the study area please refer to pages 34, 35, 36, 39 to 41 of 47 of the Strategy (May 2016 version).</p>
55	David Phillip Goodwin 36 Whitlock Crescent SOUTH LAKE WA 6163	<p>SUPPORT</p> <p>Given the age of the original subdivision and the houses built thereon it makes good economic, social and financial sense to rezone the area.</p> <p>The proximity to the freeway, train station and public transport supports the proposed density increase. The Council has provided excellent retail and recreational facilities to complement the proposed density code changes.</p>	<p>Noted and agreed.</p>
56	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>OBJECTION – SUBJECT TO MODIFICATION</p> <p>We object to the proposal because it proposes to recode our property to R60. This is too high a density for us to potentially be surrounded by multiple dwellings (apartments) when our house is relatively new (2004) and is not going to be replaced by multi dwellings. Our home will be dwarfed by neighbouring subdivisions. We are opposite the Doctors' and take-away, but this does not mean apartments are necessary in this location. R40 would be more appropriate for <u>all</u> of the north half of Annois Road.</p>	<p>Noted. It is understood your objection is subject to Annois Road being recoded to R40 (as your preference) rather than R60 (as currently proposed by the Scheme Amendment Map). Your submission advises you are not currently intending to demolish/subdivide and/or develop your property. It is understood this is on the basis your property is relatively new. Upon inspection of your property and other properties on your street (via google street view) it is apparent your lot and the lot to the immediate south of you are both relatively new and have both maximised the use of the land (with no vacant land for subdivision purposes).</p>

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			<p>This raises a number of points. Firstly the redevelopments of properties (which are a similar age to yours) are expected to coincide with your future (10-30+ years) redevelopment. On this basis your property and the property to the south of you (at least) are likely not to be developed within a 0-10 year period following the potential density code changes (to R40 or alternatively R60).</p> <p>It is important to note, as per the advertised Frequently Asked Questions (and answers) provided by the City during advertising; the Community within the Lakes Amendment area are not obligated to subdivide or redevelop. It is expected (as per the rate or redevelopment of previous revitalisation strategies/ areas) the rate of redevelopment is at 3-5%pa. This is considered to be relatively slow. There are many reasons for this. One reason is as per your reasoning. You are not ready to subdivide or redevelop your property given the property is new and as such it would be wasteful/ unwise/ unfeasible to do so.</p> <p>Keeping the above in mind, please note; your property is unlikely to be "surrounded by multiple dwellings". Further to this for those owners who do decide to develop in the future (potentially before your property), please note based on previous revitalisation strategies/ areas the number of multiple dwellings is generally in the minority as opposed to grouped dwellings. On this basis for those residents in proximity to you whom may develop their properties it is more likely they would be developing grouped dwellings rather than multiple dwellings.</p> <p>Notwithstanding the above. It is understood your submission objects to the proposal however is in support of the proposal should the density code for your street be changed from the proposed R60 to R40? On this basis please note State Planning Policy No. 3.1 (the document which will be used to assess future grouped and multiple dwelling applications) prescribes a 3.5 metre "Maximum wall height" for both R40 and R60 multiple dwellings. For grouped dwellings the wall heights and roof heights are the same under the codes for either R40 or R60.</p> <p>On the above basis, on balance, the impact of the R60 code vs the R40 code on your property/ lifestyle is considered to be negligible. Notwithstanding the above the R60 proposed density is reflective of the desires of the greater (majority) community. This is based on the outcome of the community consultation undertaken for the Lakes Revitalisation Strategy which informs the density codes of Scheme Amendment No. 118.</p>

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			Please also note, one of the reasons for the R60 coding is to capitalise on the 514 High Frequency bus route which passes in close proximity to your property. The broader Strategic planning objective is to provide a long term option of increasing density of properties closest to areas of amenity such as; public open space, public transport routes, commercial areas and other such areas. Planning is a slow process and whilst you, and potentially some of your neighbours, may not seek to develop in the short term this amendment is for the long term. This amendment directly relates to the State government broad planning objectives as prescribed under Directions 2031. Please refer to the Council report for details. On this basis on balance the proposed density is proposed to remain at R60.
57	Tereena Goodwin 36 Whitlock Crescent SOUTH LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
58	Vladimir Mosny 39 Pausin Cfrescent BIBRA LAKE WA 6163	OBJECTION (No further comment provided).	Noted.
59	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
60	Johnny Tedesco 9 Karijini Close BIBRA LAKE WA 6163	OBJECTION I totally object to Bibra Lake (east side of the lake) becoming R30 and R40, R60 and R80 density codes. The block sizes are already modest at between 400 and 700m2 mostly. Small lots of 260m2 would be not sustainable for the following reasons: <ul style="list-style-type: none"> • Only limited entries/exits out of the area will create traffic bottlenecks • Limited commercial facilities such as shops, medical services etc • Already highly impacted by trains, aircraft. 	Noted. Directions 2031 (State Government document) has addressed the need to plan for urban expansion beyond 2031 and initiated the process by undertaking scenario planning. In order to plan for the land supply and housing needed to accommodate a City of 3.5 million people; three growth scenarios for different rates of infill and greenfield development have been modelled on high, medium and low-density scenarios. The Lakes Amendment directly contributes to the State Governments infill targets and is therefore consistent with State Government objectives as outlined by Directions 2031. This plans for the expected population growth, consideration of a reduction in cars (number of trips and total emissions) and lessening the pressure on government agencies and service providers to provide additional public infrastructure for a sprawling City.

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			<p>The proposed density Codes were derived through comprehensive community consultation (please refer to the City's website under www.cockburn.wa.gov.au/thelakes for details) and as such the proposed densities under the Scheme Amendment reflect the majority view of the Community.</p> <p>Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the <i>"City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015"</i> which can be located under the above mentioned website link. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of <i>"City of Cockburn The Lakes Revitalisation Strategy - May 2016"</i> (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should address, hopefully, all of your concerns with respect to the traffic related issues.</p> <p>The broader Strategic planning objective is to provide a long term option of increasing infill densities of properties closest to areas of amenity such as; public open space, public transport routes, commercial areas and other such areas. Your concern is there are limited commercial facilities such as shops and medical services (your examples). The objective of Planning, with respect, is to intensifying residences adjacent to these uses to provide economic stimulation to the area. It is noted none of the commercial landowners (up to this point) have objected to increased density codes. It is expected these owners would welcome the changes as it would mean more customers for their businesses. It is unclear if your submission implies the local commercial tenancies have a 'cap' on serviceability? If so please provide further details to help justify this comment.</p> <p>With respect to aircraft and train noise please note both <i>"State Planning Policy No. 5.3 – Land Use Planning in the Vicinity of Jandakot Airport (January 2017)"</i> and <i>"State Planning Policy No. 5.4 – Road and Rail"</i></p>

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			<p><i>Transport Noise and Freight Considerations in Land Use Planning (September 2009)</i>” are addressed by Amendment No. 118. Please refer to both the Council report for initiation and also the report for final adoption for an elaboration on the details with respect to these SPP’s (above website link for details).</p> <p>On this basis whilst your objection is respectfully noted it is not supported. Please feel free to review the above mentioned documents for further details.</p>
61	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p>Too much urban sprawl in Perth better to have urban infill as South Lake is only 20 minutes from the City.</p>	Noted and agreed.
62	<p>Marian Whitehouses</p> <p>14 Stillwater Gardens</p> <p>SOUTH LAKE WA 6164</p>	<p>SUPPORT</p> <p><i>(No further comment provided).</i></p>	Noted.
63	<p>Jenny and Dana Langridge</p> <p>8a Cobble Court</p> <p>BIBRA LAKE WA 6163</p>	<p>OBJECTION</p> <p>Ruining the “Australian” way of living. Re</p> <ul style="list-style-type: none"> • High density housing • More traffic • Destroying lake and greenery environments • Privacy issues • Space issues • Drain on council services <p>On a side note I believe that when you buy your land/house you should be able to do what you want to do on it/with it.</p>	<p>Noted. It is unclear specifically what you define as “the Australian way of living”. It is understood however, as the Australian population is constantly growing Australia’s housing supply is needed to grow to meet the changing needs of society whilst, simultaneously, considering issues associated with urban sprawl, economic, social and environmental sustainability. Achieving a balance of these elements is a complex task and there are a number of issues to manage. This balance is essentially what this Scheme Amendment is aiming to address. This issue is very much a State and Federal issue. An ‘Australian’ issue. Notwithstanding the above, in response to your key points as identified within your submission the following information is respectfully provided;</p> <ul style="list-style-type: none"> • As mentioned above, higher density codes within existing urban areas (infill development) is an objective of the State Government. Specifically please refer to “Directions 2031” on the Department of Planning/ Western Australian Planning Commissions website. Directions 2031 has addressed the need to plan for urban expansion beyond 2031 and initiated the process by undertaking scenario planning. In order to plan for the land supply and housing needed to accommodate a City of 3.5 million people, three growth scenarios for different rates of infill and greenfield development have been

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			<p>modelled on high, medium and low-density scenarios. The Lakes Amendment directly contributes to the State Governments infill targets and is therefore consistent with State Government objectives as outlined by Directions 2031. On this basis Australia, in the view of the State government, considers there a need for urban infill/ housing density in your area, and areas within the Metropolitan area.</p> <ul style="list-style-type: none"> Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the <i>"City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015"</i> which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/ details. <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of <i>"City of Cockburn The Lakes Revitalisation Strategy - May 2016"</i> (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should address, hopefully, all of your concerns with respect to the traffic related issues.</p> <ul style="list-style-type: none"> Please note this amendment applies only to the existing residential land and not the lakes (wetlands). The wetlands are not proposed to be reclassified or altered in any negative way. The Strategy and Background report (under the above link) does however provide details on the park upgrades, street tree planting and other such environmental improvements proposed as part of this project. On this basis the Amendment seeks to contribute to the existing natural environment. It is noted some of the existing properties which currently are vegetated will be cleared of that vegetation to accommodate future dwellings. Whilst this is a consequence of infill development, it is important to note as mentioned above the project does involve street tree planting, POS upgrades/ planting and is contrary to urban sprawl. On this basis the project reduces the need (as a State) to clear established native vegetation in order to develop Greenfield areas whilst still improving vegetation within the lakes area.

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			<ul style="list-style-type: none"> With regards to privacy issues please note any future residential dwelling will be assessed in accordance with State Planning Policy 3.1 The Residential Design Codes. This document considers a range of issues relating to residential development, including privacy. Therefore any future dwelling in your area will be required to be amended to comply with the 'R-Codes'. The R-Codes will ensure the future dwellings are set back the appropriate distance, the height of the building is acceptable and any balconies provide the appropriate cone of vision consideration to ensure your current privacy is not negatively impacted. It is unclear as to what you are implying with "space issues". The recoding applies only to existing residential areas and therefore the space is not impacted. In terms of space other than the residential zoned land, this entails local roads, commercial sites and areas of public open space. These areas are not proposed to be altered unless they are to be upgraded to include additional landscaping. The amendment does not apply to the commercial properties. It is not understood exactly what is implied by "a drain on Council services". As mentioned above, the revitalisation/ infill development objectives are directly linked to meeting the objectives of the State Government document 'Directions 2031'. This aims to plan for the future growth of WA's population. Your comment as follows is noted: "when you buy your land/house you should be able to do what you want to do on it/with it." Please note landowners are not obligated to subdivide/ develop following a successful Scheme Amendment. <p>With respect, whilst the above objection is noted, it is not supported as per the above comments from the City of Cockburn.</p>
64	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
65	James Lewis & Ruiha Ho 14 Waterside Place SOUTH LAKE WA 6164	SUPPORT This is better use of land and we are opposed to urban	Noted and agreed.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		sprawl.	
66	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
67	Ninetta Loretta Dolarmo 25 Trevallyn Gardens SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
68	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
69	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	
70	Landowner <i>(wishes for details to remain confidential)</i>	<p>SUPPORT</p> <p>I support this scheme amendment. Southlake is in need of a major density change. This suburb has not kept up with the rest of Perth suburbs from a visual/aesthetic appearance. Part of the reason is there are a lot of houses which have large lawns which are un-kept and overgrown with weeds. These areas are clearly not being used to their full potential as well. This scheme amendment will allow these houses to have the option to subdivide and allow this land to be used much more beneficially and make the suburb look much cleaner/neater. Also given the recent financial and economic turmoil, a lot of households would appreciate the ability to sell off their unused land to assist with mortgage payments.</p> <p>Furthermore Southlake is a desirable location, close to major transport networks and the facilities in Cockburn central. This scheme amendment will allow more people to benefit from all of this and prevent an urban sprawl</p>	<p>Noted and agreed. With respect to your comment regarding road upgrades, your assumption is correct. Traffic is addressed under pages 38 to 85 of the “<i>City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015</i>” which can be located under this link www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for ‘black spot’ upgrades and other such improvements/details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of “<i>City of Cockburn The Lakes Revitalisation Strategy - May 2016</i>” (available on the above mentioned website link) which identifies the consolidated “Actions”, “target date”, “cost estimates”, “funding requirements” and “to be actioned by”.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>where more pristine areas are cleared to make way for more houses and more facilities (shops etc) to cater for the new suburbs. I believe there should have been more R60 zoning in Southlake but what is proposed in the scheme amendment is a good start.</p> <p>I am not concerned about the increase in traffic as these suburbs are surrounded by major roads such as North Lake rd, and the Freeway. I am confident that the council and government will fund necessary road improvements and/or improvements to public transport if there is a traffic issue.</p> <p>I would like my submission to be treated as confidential. You may use my street name and my comments in public viewing but not my house number or my name.</p>	
71	Department of Transport 140 William Street, Perth WA 6000	<p>SUPPORT</p> <p>The Department of Transport (DoT) has reviewed the application and provides the following comments:</p> <ul style="list-style-type: none"> DoT is aware that the State Government issued a Planning Bulletin 113/2015, that become effective on 23 October 2015 to support and guide Local Governments seeking to amend Local Planning Schemes that limits apartment development to appropriate R40 areas – within 800m of key Activity Centres and train station precincts. Therefore, DoT recommends that comments should also be sought from WAPC. DoT recommends that the City is satisfied that proper consideration has been given to the SPP 5.4 requirements and measures are taken as recommended in the noise assessment report. As some portion of the subject site abuts an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) which is under the responsibility of Department of Planning and hence comment 	<p>Noted. With respect to your comments the following is provided;</p> <ul style="list-style-type: none"> The Scheme Amendment was referred to the WAPC for consent to advertise. The WAPC has since provided its conditional support for the proposed Scheme Amendment to be advertised. On this basis comment 1 is met. The proposed Scheme Amendment directly responds to SPP 5.4 via the FRNA Special Control Area and the associated Acoustic report. The City is also in preparation of an additional acoustic report which responds to road noise from 'Major Roads' as defined under SPP 5.4. Specifically this applies to North Lake Road, Farrington Road and Kwinana Freeway. This is being worked on at the moment and will be used to inform future residential development within the Lakes Amendment area. As mentioned under point one above, the Scheme Amendment was referred to the WAPC for consent to advertise. The WAPC has since provided its conditional support for the proposed Scheme Amendment to be advertised. On this basis comment 3 is met.

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		should be sought from Department of Planning on this application.	
72	M A & J L Priemus 48 Parkway Road BIBRA LAKE WA 6163	SUPPORT We need to consider how little land there will be available to future home owners. Not everyone needs a large block covered half with lawn and concrete. Smaller blocks are more sustainable.	Noted and agreed.
73	Landowner (wishes for details to remain confidential)	OBJECTION Negatively impact long term property prices. Increase traffic in what is already a crowded surrounding suburban area with poor infrastructure Loss of community feel with increasing population Increased rate of crime that follows such land subdivisions Smaller block size will reduce the appeal to young families about living in the area.	<p>Noted. The proposed amendment involves the up-coding of residential lots. The majority consensus, from the community of landowners within the subject area, appears to consider the amendment will positively impact long term property prices. The City has observed the property prices increase with respect to the previous revitalisation projects. This applied to Coolbellup, Hamilton Hill and also Phoenix.</p> <p>Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located under this website link: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of "City of Cockburn The Lakes Revitalisation Strategy - May 2016" (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should address, hopefully, all of your concerns with respect to the traffic related issues.</p> <p>It is unclear as to what you are specifically implying by a "loss of community feel with increasing population"? It is noted this objection is provided from a landowner who has provided their address as a suburb outside of the subject area. On this basis it is assumed the objector does</p>

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			<p>not reside in the area? Notwithstanding, the population increase is expected to be in the order of 3-5%p.a based on statistics from previous revitalisation projects. On this basis the impact to the population numbers is considered to be negligible.</p> <p>The City is not aware of any research which provides evidence that increased density codes or subdivision results in increased rates of crime. The City is aware, however, of research with respect to 'Designing Out Crime' as provided by Dr Paul Cozens; a Senior Lecturer and former Research Fellow at Curtin University. Paul is an environmental criminologist and specialist in crime prevention through environmental design (CPTED), which is also known as "designing out crime". His research focuses on the design, management and use of the built environment to reduce opportunities for crime. He has conducted research and applied designing out crime to a range of urban environments including residential environments, railway stations, shopping centres, public access ways, community facilities and city centres.</p> <p>It is understood from Dr Paul Cozens, crime prevention is essentially a matter of good design with 'eyes on the street' or residential buildings that address the streetscape. On this basis please note all future residential dwellings will be assessed under State Planning Policy No. 3.1 which addresses streetscape (amongst other issues). On this basis it is expected the proposed Amendment will result in reduced levels of crime and the fear of crime. Other crime related issues might be associated with property maintenance. As mentioned above, with increased property prices and also with smaller manageable properties, one would expect the perception of crime to decrease over time.</p> <p>The average house size of the subject area is approximately 700sqm to 749sqm. Please refer to page 19 of the "<i>City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015</i>" for details. On this basis the prevailing lot size is able to be subdivided and still accommodate a diversity of residents, families and singles. The smaller the lot sizes the more affordable the land might become. On this basis the amendment might provide for more affordable housing options to families.</p> <p>On the above basis, the objection is noted however it is respectfully not supported by the City for the reasons outlined above.</p>
74	William & Glenys Darmody	SUPPORT	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	P O Box 1215 WARRAGUL WA 3820	As joint owners of number 30 Parkway Road Bibra Lake we strongly support the above proposal. The increased housing density which will result will provide much needed housing/accommodation for people working at the numerous facilities in the locality, and south of the Swan River. eg. Murdoch University, Fiona Stanley and other hospitals and the many private companies in the area.	Noted and supported. An objective of the proposal is to provide a diversity of housing options for the community. A positive outcome of this is also that urban sprawl and vehicle usage/ trips might reduce.
75	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
76	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
77	Raymond Lang 10 Rambutan Place SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
78	Glendy Hou 14 South Lake Drive SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
79	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
80	Anthony & Wendy Quayle 37 South Lake Drive SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
81	Katherine & Gregory Miller P O Box 51 COLLIE WA 6225	SUPPORT We support the change in density from R20 to R30 for	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		13 Monaco Avenue in North Lake.	
82	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
83	Ms Stacey Pedler 3 Silkpod Gardens SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
84	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
85	Ms Julie Cross 13 Woodley Crescent MELVILLE WA 6156	SUPPORT Great initiative for the area.	Noted.
86	Christine & Phillip Lyons 10 Bolderwood Drive SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
87	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT I support the new amendment as it will give Cockburn a new facelift and generate a more dynamic community.	Noted.
88	G J & K Hennessy 4 Stephenson Gardens WINTHROP WA 6150	SUPPORT I fully endorse the proposed Scheme Amendment Number 118 – the Lakes Revitalisation and commend the City of Cockburn officers and staff for their consultative approach and commitment to improving the residential development and amenity of the area. Well done.	Noted and thank you for your support.
89	Romana Bencun 10 Glenbawn Drive	SUPPORT	

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	SOUTH LAKE WA 6164	Fully support the proposed scheme	Noted.
90	Luke Matthews & Simone Duffield 20 Lachlan Way BIBRA LAKE WA 6164	SUPPORT (No further comment provided).	Noted.
91	Landowner (wishes for details to remain confidential)	SUPPORT Will add value to properties and help ease housing shortage in the future. Will help to slow down clearing of trees in outer new suburbs	Noted and agreed, thank you.
92	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	SUPPORT DER has no comment on this matter in reference to regulatory responsibilities under the Environmental Protection Act 1986 and the Contaminated Sites Act 2003.	Noted.
93	Janice Embleton 2 Barrine Gardens SOUTH LAKE WA 6164	SUPPORT I support proposed scheme amendment 118 and look forward to the gazettal of the new town planning scheme	Noted.
94	Antonio H Silvestre 42 Little Rush Close SOUTH LAKE WA 6164	SUPPORT (No further comment provided).	Noted.
95	J R & M Brown 1 Greenham Place BIBRA LAKE WA 6164	SUPPORT (No further comment provided).	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
96	Mark and Julie Walsh 22 Du Maurier Road NORTH LAKE WA 6164	SUPPORT (No further comment provided).	Noted.
97	Noel Roy Garth 106 Parkway Road BIBRA LAKE WA 6163	SUPPORT (x2) Note: two submissions: Submission 1: (No further comment provided). Submission 2: The property is a commercial property. 5 Park Street Unit 6 Cockburn Central.	Noted.
98	Vivien Garth 26B Bibra Drive BIBRA LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
99	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
100	Landowner (wishes for details to remain confidential)	SUPPORT This area is a perfect area for slightly higher density housing, owing to the proximity to regional centres, hospital and university.	Noted and agreed.
101	Landowner (wishes for details to remain confidential)	OBJECTION I note the proposed change to zoning discriminates against my location in applying a higher density that the surrounding streets. I make the comments below firstly in relation to this cul-de-sac then more generally in	Noted. It is understood there are concerns with increased traffic along Prentice Place in South Lake. This road currently has a reserve width of approximately 17 metres. According to Liveable Neighbourhoods ('LN') (WAPC – State Government Document) Prentice Place is classified as an

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		<p>regard to the Lakes Revitalisation project. I make these comments specifically in light of your project briefing and investigations which state that the Lakes area residents are highly car dependant. A cul de sac is already traffic problematic and parking on the street creates a bottleneck effect. If as your strategy report also says, an older demographic are attracted to this area creating high densities above R40 which will lead to parking issues during the day as incoming residents are likely on average retired, not working. This cul-de-sac is too narrow and too short to support on street parking. There is also no lane or egress other than the mouth of the cul-de-sac encouraging foot traffic. In addition, you already allow residents in this location to park commercial vehicles on street verges blocking or obscuring visibility. Further traffic will cause extreme hardship. The zoning to R60 is excessive and unwarranted and such zoning should be confined to roads and streets where full traffic flow is expected. A few simple questions. How many more residents do you anticipate will live in the new zoned areas of the Lakes/South Lake? Specifically. Then tell me specifically what, how many and where you will build facilities to cater for them, quantity and quality? Overall, I am disappointed in the level of detail you are providing regarding the offsets in amenity, streetscape, power and street improvements which are in effect 'trade-offs to encourage higher zoning uptakes. For example, "FROM Lakes Presentation/City of Cockburn. B. "Access to the South lake Shopping centre from Berrigan Drive is problematic, is the City planning to improve the existing roads and/ or vehicular access and egress points as part of the Strategy?" City Response (B): Yes, under page 38 of the Lakes Revitalisation Strategy, the City makes reference to the proposed Commercial centre precinct improvement concept plans 1, 2 and 3. It is worth noting the shopping centre is in private ownership on that basis the City has limited control over the centre. Notwithstanding, the City does have statutory decision making control over developments which are lodged with the City for planning approval. In those events the City will aim to ensure the most appropriate traffic management</p>	<p>"Access Street" C, the most typical and most common residential street. Under LN the indicative volume range (vehicles per day) is in the order of 3000 vehicles. Access Street C's generally have a street reserve width of 15.4 to 16m. On this basis please note Prentice Place has a larger than normal street reserve width and further traffic capacity. On this basis increased traffic is an outcome which has been engineered into the road design.</p> <p>It is noted the objection makes mention – "<i>parking on the street might become problematic/ 'bottle-neck'.</i>" In this respect please note any future residential development will require on-site parking as per State Planning Policy No. 3.1 the Residential Design Codes. This requirement will be assessed under any future development application and conditioned by the City of Cockburn. Accordingly street parking issues are not a concern of the City and unlikely to be problematic for current and future residents.</p> <p>It is noted there is concern an older demographic will be the majority of future residents attracted to the area under a higher density code. Please note the City expects rather a 'mix' of demographics to the area, not only older people. This mix might result in a variety of lifestyles and therefore vehicle quantity, type and movement patters.</p> <p>It is understood the point was reiterated, within the submission, that "<i>Prentice Place in South Lake is too narrow and short for street parking</i>". This opinion is noted. As mentioned above, the R-Codes (SPP 3.1) addresses parking requirements for any future grouped and/ or multiple dwelling application. It is an obligation of the future developers to provide for on-site parking and not rely exclusively on street parking. Therefore on this basis the concerns relating to street parking are noted but not supported. Please note also as mentioned above, the street width is wider than normal allowing for more space (than in most cases) for street parking. This is noting the fact the street terminates as a cul-de-sac.</p> <p>The comment that the street has no footpath is noted. Being a cul-de-sac with fewer properties that have access off the street, perhaps a footpath is not financially feasible. The verge however appears to be maintained and conducive to an acceptable pedestrian environment. The relatively low property numbers on the street is also a consideration with respect to the appropriateness of a footpath in this location. This will be considered further once new applications are lodged in the area. Please note SPP 3.1 mandates pedestrian considerations (amongst other planning considerations).</p>

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		<p>outcomes in favour of both the Community and the shopping centre owners." With all due respect this is garbage and public sector speak. It in no way addresses the issue that the area around Glenbawn & Berrigan Drive creates along with entry and exit into these shops. Glenbawn is a single carriageway exit onto Berrigan and two vehicles cannot exit right and left simultaneously. What do you propose to do, how and when? You also state that improvements will probably occur to streetscapes, trees, parks and community facilities. What, when and how long after the changes to zoning. Why no specifics? Where are the budget allocations? The same applies to underground power. An opportunity to apply for this service is NOT a commitment from Cockburn. Why? Comparing the facilities, parks and community attractions to areas such as Atwell makes a disgrace of Glen Mia Park and others in the area. The Lakes Shopping Centre is also a disgrace and needs urgent intervention. Ladies and gentlemen. We are all aware that higher density development opens up more revenue for Cockburn. I am in no way convinced that the proposed zoning deserves to be supported until I see detailed commitments from Cockburn on what these additional rates will be used for...IN MY AREA. When timelines are expressed in tables and presentations they give us a warm glow but that is all. No glossy presentations, no webpages with wish lists of changes. Hard facts and commitments. How long will improvements take? What guarantees do residents have? What traffic mitigation and when? I also want to see a breakdown of what current expenditure levels provide on a ward by ward and suburb by suburb basis. How has South Lake fared over the last five years versus newer suburbs? I DONT EXPECT I WILL LIKE THE RESULT. I moved to this area a year ago. I own my property. I am fully in support of improving the area and anticipated renewal in my purchase decision. However, I will not support any zoning changes until your council steps up significantly and immediately to put down budgeted and costed plans for the area. In addition I do not support an R60 zone in a cul-de-sac, this is silly.</p>	<p>The R60 density has been selected in this location based on locational criteria which includes the proximity to the local shopping centre and also the proximity to the high frequency bus route. It is noted this submission objects to an R60 code for a street which ends in a cul-de-sac and considers this to be a 'silly' decision. It is assumed this is reflective of the concern that an R60 density code will result in excessive street parking whereby the cul-de-sac will limit opportunity to park within the road reserve? This concern is understood however it is not supported for the following reasons; 1. The R-Codes will be utilised to assess future development applications for grouped or multiple dwellings (as well as future single houses). The R-Codes will mandate on-site parking requirements. 2. The rate of redevelopment is estimated to be in the order of 3-5% p.a based on previous revitalisation strategy projects. Additionally the redevelopment of properties is not a guarantee. Some owners may decide not to develop/ subdivide their properties for a range of personal reasons and also reasons associated with feasibility (age of the existing dwelling, value of the existing dwelling and location of the existing dwelling on the subject lot). 3. The increased density will assist the market in providing a diversity of housing typologies including, single people, couples, people with special needs, families and others. On this basis this submission appears to not reflect the possible/ likely future residents and importantly what the likely outcome, in this respect, might be on 'street parking' needs and also community facility needs. Essentially it should not be assumed that more housing equals more families. It might mean a few more people, or even less people. Based on the above three points and noting there have been no other objections, at this point, relating to R60 on cul-de-sacs, this component of the objection is noted however it is respectfully not supported.</p> <p>It is noted the objection questions 'how many more residents will there be'. In this respect please note the above points.</p> <p>It is noted the objection questions '<i>what facilities will be provided to cater for the future residents?</i>' and also '<i>when will streetscape, trees be installed?</i>' In this respect please note '<i>the City of Cockburn The Lakes Revitalisation Strategy May 2016</i>' document (47 pages in total) which can be located on the City's website under the following link: www.cockburn.wa.gov.au/thelakes please note specifically pages 25 to 46 with strong attention to pages 33-36, 39-41 & 46. These pages provide specific items under various categories to be provided. The details are broken down by 'actions', 'target date', 'funding' and 'responsibility'. It is</p>

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			<p>expected these details will address the questions regarding the planned facilities under this project.</p> <p>It is understood there is concern with the intersection at Glenbawn and Berrigan Drive. The submission comments on the nature of the road being a single carriageway and identifies there are perceived concerns with the capacity for Glenbawn Drive to allow for 2 cars to exit on to South Lake Drive at the same time. The question is as follows: <i>“what do you expect to do, how and why?”</i> In this respect, with all due respect, please note points 2 and 3 above. Essentially the expected future impact on traffic is considered to be within the capacity of the current road design. It is not appropriate for an Access Street ‘C’ (as defined under LN) to have two lanes and/ or turning lanes. This applies not only to Glenbawn Drive, but also Plumridge Way to the north and Tarndale Way to the north of Plumridge Way. Notwithstanding, please note the comprehensive traffic review details and commitments provided within the Background report (as referred to above). The City prepared an audit of the existing road network inclusive of projected future traffic numbers. The City’s audit can be located in the above mentioned document which might provide some strategic context to the recommendations of the traffic sections. On this basis the current intersection at corner Glenbawn Drive and South Lake Drive is not considered to require any future upgrading as the intersection design and expected future traffic numbers is not considered (from an engineering or planning perspective) to require any upgrades as a result of this Amendment. Should however there be a future requirement to improve this intersection, or any other intersection outside of the details within the City’s traffic audit, the City will consider those intersections in the future. This is part of the City’s continued traffic analysis and traffic counting programs. Note such programs were used to inform the details within the Background report, which as mentioned above, can be located on the City’s website under the above mentioned link.</p> <p>With respect to the question regarding underground power, please refer to page 45 of 47 of the above mentioned background report. Specifically section 3.4 of the document. This section provides the details and requirements in order for the undergrounding of power to be successfully applied. You will note this section makes mention of the requirement for <i>‘applying for the next round of funding through the State Underground Power Program’</i>. It also makes mention <i>‘the [future] application is subject to approval and does require community consultation with affected landowners to identify support (80% required) for residents to contribute what is usually 50% of the costs’</i>. On this basis given the funding is reliant</p>

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			upon third parties/ community (and therefore out of the control of the City) the City is unable to give accurate commitments of such timing. On this basis the City's commitments are conditional upon the details prescribed within section 3.4, page 45 of 47 of the Background report. Please review this section for further details and contact the City should you wish to discuss further.
102	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
103	Robyn Wilson 8 Fantail Drive BIBRA LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
104	Mr Eric Lumsden 23 Avocet Island Quays WANNANUP WA 6210	SUPPORT The strategy has been well developed and provides a sensible and sustainable approach for revitalisation of the Lakes. The Amendment proposes suitable up-coding of areas close to public open space, transport, education and recreation facilities. Just as importantly, the proposed up-coding will promote a regeneration/revitalisation of housing stock in the area, but also housing choice for current and future population demographics within the City of Cockburn.	Noted and supported.
105	Ms Sandi van Soelen 24 Masefield Avenue NORTH LAKE WA 6163	OBJECTION While we object to some proposals- others are supported. We object to: <ul style="list-style-type: none"> Increase in housing density along Progress Drive and North Lake Road. We have just managed to stop Roe 8 and do not want increased pressure on the wetlands. Also Progress Drive (with its <u>not</u> calming devices) cannot cope with more traffic. The 'traffic calming' devices should be removed and replaced by speed humps as it is now a bottleneck to exit in an emergency = e.g. fire. Also 	<ul style="list-style-type: none"> Noted. The proposed density codes were considered under the City of Cockburn's traffic analysis on pages 74 to 77 of the 'City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015' which can be located on the City's website using the following link; www.cockburn.wa.gov.au/thelakes. These pages identify the Traffic survey locations within the study area. Progress Drive is identified under item number 8 and North Lake Road is identified under numbers 4 and 5. The traffic survey analysis is considered in the context of the expected population increase. On this basis please note Progress Drive and North Lake road are designed to cater for the expected population increase as expected under the proposed density

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		<p>the signs are constantly flattened.</p> <p>What is supported:</p> <ul style="list-style-type: none"> Improved transport and facilities. Would also like to see some sort of 'corner shop' in the North Lake area. 	<p>codes.</p> <p>Please note the proposed amendment does not propose to impact the wetlands in a negative manner. From a traffic engineering perspective, it is unclear why the replacement of the chicanes with speed humps might address the issues raised in the submission? How would this address the bottleneck scenario and also in the event of an emergency? From a road engineering perspective the current road treatments are considered appropriate for the current and future road environment. Please note however the City does review its road safety and function from time-to-time. Should such a review result in the need to modify the current road treatments the City will address these issues under a separate process to this Scheme Amendment. Should you note a flattened sign, please contact the City of Cockburn offices so that the issue can be resolved.</p> <ul style="list-style-type: none"> In relation to improved transport and facilities please refer to the above mentioned 'Background report' as discussed above. This document provides details of the future transport facilities/ upgrades and details on the proposed facilities within the area. <p>Please note 'Convenience Store' and 'Lunch Bar' are both 'A' uses in the residential Zone. As the majority of residential lots are in private ownership the City cannot mandate the requirement for either uses. Applications of this nature (corner shop) are dependent upon the private landowners.</p>
106	Carol Derbyshire 41 Whitlock Crescent SOUTH LAKE WA 6164	<p>OBJECTION</p> <p>I work in Spearwood and have noticed the changes to the suburb over the last four years. I feel that R40 is too much for South Lake. I would request that you consider R30 instead. Housing density in Spearwood has caused difficulty with parking of cars. With 3 or more dwellings on one block there is little room for resident or visit parking. Subdivision should require a minimum of off street parking. I know that we are trying to encourage people to use/own less cars – but at this point in time, this is not our reality. I am also concerned about the use of council verge spaces. I have seen conflict over the bulk verge collection with residents of these newly zoned blocks unable to safely dispose of bulk waste.</p>	<p>Noted. As you might be aware the City of Cockburn commenced this project with the undertaking of detailed community consultation. This community consultation later informed the City's - Lakes Revitalisation Strategy 'Background Report' and the 'Strategy' document. Both documents can be located by using the following link; www.cockburn.wa.gov.au/thelakes These documents provide details of the community consultation undertaken for the study area. You will note the community expressed a majority desire for medium density. The desires of the community were then translated to this stage of the project, the 'Scheme Amendment' stage. As such the proposed densities reflect the majority views of the community.</p> <p>The community expressed a strong desire for the R40 base code with</p>


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		<p>In a situation where 3 or more residence share a 'verge' to dispose of waste and/or park their cars, this gets messy. If you are to approve this in South Lake, I would like to see a change in the bulk waste arrangements to ensure neighbours are not placed in awkward situation i.e. skip bins etc or additional tip passes (especially if you are renting).</p> <p>Thanks for taking the time to read my thoughts.</p>	<p>higher densities (R60) (and in some locations R80) along public transport routes and also opposite areas of Public Open Space and/or commercial sites. It is noted the submission makes a request for R30 as opposed to R40. For the reasons listed above, R40 is considered by the City and also by the community to be an acceptable density code. As such this component of the submission is noted but not supported.</p> <p>With respect to car parking please note any future grouped or multiple dwelling application will be assessed under State Planning Policy No. 3.1 – the 'R-Codes'. The R-Codes prescribes the on-site unit car parking requirements for both grouped and multiple dwelling applications. On this basis the R-Codes aims to ensure the parking requirements of future dwellings will be contained on the residential zoned land associated with that development. Effectively the R-Codes (amongst other things) aims to reduce the likelihood of street-parking. In addition to this please note also the increase in density codes aims to provide for a mix of housing typologies. The idea is to provide the market with a platform to cater for the variety of housing types/ sizes to cater for a range of demographics and family structures. On this basis not all future dwellings will be occupied with large families. Some dwellings will cater for singles or couples and as such parking requirements will be reflective of the lower number of people.</p> <p>The concerns raised in the submission with respect to the use of Council verge spaces and bulk verge collection is noted. As alluded to above, the higher density codes provides the market with the platform to provide a mix of housing options to cater for a variety of demographics and family structures.</p> <p>Please note, according to the Australian Bureau of Statistics under the 2011 Census the current average number of people per household in South Lake is 2.7 people. This is above the Australian and Western Australian average of 2.6. On this basis the provision of higher density codes will allow for more housing diversity in South Lake and as such it is likely the average number of people per households would decrease from current figures to be more in line with the WA/ Australian average.</p> <p>Household waste is expected to be manageable and not result in verge dumping issues. Smaller houses might result in less waste given there is less space in the house/ rooms to furnish etc. Also the average household numbers might be less that what you might imagine, see ABS details above.</p>


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			<p>The residents are also permitted to drop off waste at the tip which would result in no waste on the verges. Keep in mind also verge collections are not a common activity and happen every odd month or so. General week to week wastage is contained within the Council allocated bins. For any grouped or multiple dwelling applications Council requires 'waste management plans' to be approved at development application stage to the satisfaction of the City. Therefore please note the City aims to ensure waste is not problematic.</p> <p>Under Directions 2031 and beyond (State Government Planning Document) it makes mention by 2031 the population of Perth and Peel is expected to have grown by between 35 and 40 per cent. This has significant implications for the City which must be planned carefully to ensure we preserve the qualities and characteristics we most value - the beaches, parks, bushland, lakes and wetland habitats</p> <p>The City aims to avoid urban sprawl by intensifying development within existing suburbs. The alternative population growth management practice is that the future residents live in greenfield, outer regions. This might result in increased levels of pollution, vehicle emissions and public infrastructure construction.</p> <p>It is considered appropriate and within the interest of sustainability and proper and orderly planning to increase the density of the subject area via a Scheme Amendment. It is important to note these increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report.</p>
107	B & K Nadarath 19 Labyrinth Way SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
108	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
109	Frances Alicia Thomas 2 Bimble Close SOUTH LAKE WA 6163	SUPPORT This area appears to have many larger sized blocks	Noted and agreed.



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		suitable for redevelopment and is a good idea.	
110	Tourism Western Australia GPO Box X2261 PERTH WA 6847	NO COMMENT (No further comment provided).	Noted.
111	Constantin Jotta 2 Brooks Court BIBRA LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
112	Landowner (wishes for details to remain confidential)	SUPPORT I believe greater population density in the area will only support existing businesses and services, plus pave the way for future growth and improvement	Noted and agreed.
113	Weifeng Hou 83 Meller Road BIBRA LAKE WA 6163	SUPPORT I can keep the current house and subdivide the back yard for a separate entitlement it is a very good strategy plan	Noted.
114	Ben Lake and Daniele Loizou 4 Barrine Garden SOUTH LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
115	Shaun Kirkham 9 Ploughshare Place SOUTH LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
116	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
117	Atco Gas 81 Prinsep Street JANDAKOT WA 6164	SUPPORT Thank you for providing ATCO Gas Australia (ATCO Gas) the opportunity to comment on the proposed Amendment No. 118 to the Town Planning Scheme No. 3 to enable the [re-coding] of multiple areas within the City of Cockburn as shown on the City of Cockburn's	Noted. The City has reviewed your attached plan and notes Atco's infrastructure appears to be within road reserves and not within private residential zoned land. This amendment involves the re-coding of existing residential zoned (private) land. The amendment does not propose to result in any changes to the reserves where the Atco gas infrastructure is

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	Please note: A number of pages for the attachments are registered with this submission	<p>webpage for those suburbs of South Lake, Bibra Lake-East and parts of North Lake.</p> <p>ATCO Gas has multiple size gas mains including High Pressure gas mains within these areas as shown on the attached Figures.</p> <p>ATCO Gas do not have any objection to the proposed Amendment No. 118 to the Town Planning Scheme 3, subject to the High Pressure gas mains and gas infrastructure being recognised by the developers and factored into any future designs for the areas where the ATCO Gas assets will be impacted.</p> <p>Any new impact on the gas infrastructure and network due to the proposed Amendment being approved will require the High Pressure gas infrastructure to be protected and the costs met by the proponents. ATCO Gas requests the proponents contact Engineering Services at ATCO Gas where this is identified at the earliest possible opportunity.</p> <p>ATCO Gas requests early consultation with proponents prior to any pre-construction field work studies being undertaken within 15 metres of the High Pressure gas mains or any ground truthing/disturbance occurring. Works within this area require to be conducted under notification in accordance with the attached document and ATCO Gas's procedures.</p> <p>Please see the attached Figures for your record.</p> <p>Should you have any queries regarding the information above, please contact us on 6163 5000 or engineering.services@atcogas.com.au</p>	located. It is understood any future landowner/ developer will be required to comply with service utility requirements as a result of a future subdivision application.
118	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
119	Landowner	SUPPORT	

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	<i>(wishes for details to remain confidential)</i>	I am the landowner of 54 Moondarra Circle South Lake. Though currently living in East Victoria Park and planning to move back to live at Moondarra Circle in the next year or before sometime. If the opportunity arises where the zoning changes in this area, I'll plan to build another house at the back of the front property so that my parents may live there.	Noted and supported.
120	Rebecca Prince-Ruiz 5 Coleridge Place NORTH LAKE WA 6164	SUPPORT I believe this scheme amendment is a considered and useful way to appropriately increase density in urban areas.	Noted and supported.
121	Department of Water P O Box 332 MANDURAH WA 6210	SUPPORT Thank you for referring the proposed scheme amendment for the Lakes Revitalisation received with correspondence dated 6 April 2017. The Department of Water (DoW) have reviewed the information and advises that if any stormwater drainage work is to be undertaken as an outcome of the Lakes Revitalisation Strategy, the DoW would be prepared to provide input to any associated stormwater drainage planning.	Noted and supported.
122	Landowner <i>(wishes for details to remain confidential)</i>	OBJECTION Objections – North Lake R20 to R30 and R40 1. R40 too high for area, asking residents they do not want apartments/units, this would not create the desired housing. 2. Limited access in and out of suburb, only 2 entry/exits for increase to traffic. 3. Still no internet and not enough regular buses, no transport to Fremantle. 4. I would like to see lower density to prime areas eg. Progress Drive and rest of suburb, R30 allows for	Noted. In relation to the points raised the following comments are provided; 1. Noted. As you might be aware the City of Cockburn commenced this project with the undertaking of detailed community consultation. This community consultation later informed the City's - Lakes Revitalisation Strategy 'Background Report' and the 'Strategy' document. Both documents can be located by using the following link; www.cockburn.wa.gov.au/thelakes These documents provide details of the community consultation undertaken for the study area. You will note the community expressed a majority desire for medium density. The desires of the community were then translated to this stage of the project, the 'Scheme Amendment' stage. As such the proposed densities

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		<p>triplexes. The majority of R40 units have no lifts therefore the older generation in the suburb are basically useless when downgrading.</p> <p>5. Increased housing to R40 will reduce the tranquillity of the area.</p> <p>6. I went to your Q&A session, all the people on my table didn't understand the R Codes. R40 and higher needs to be explained better. Most people at the forum objected to units.</p>	<p>reflect the majority views of the community.</p> <p>2. Noted. The proposed density codes were considered under the City of Cockburn's traffic analysis on pages 74 to 77 of the '<i>City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015</i>' which can be located on the City's website using the following link; www.cockburn.wa.gov.au/thelakes. These pages identify the Traffic survey locations within the study area. Progress Drive [to which this submission relates] is identified under item number 8. The traffic survey analysis is considered in the context of the expected population increase. On this basis please note Progress Drive is designed to cater for the expected population increase as expected under the proposed density codes.</p> <p>3. It is assumed by 'still no internet' this submission is referring to the NBN? Please note the below map as extracted off the NBN website on 24 May 2017. This map indicates 'service is available' in your area.</p>  <p>In relation to the frequency/ location of bus services please note this is a Public Transport Authority ('PTA') responsibility and therefore the City has limited powers of influence in this space. Notwithstanding, it is understood the bus frequency is determined on demand for service ratio. This amendment proposes higher densities along the high frequency bus routes. On this basis the objective is to permit for the market to increase resident numbers along the public transport route. Should this result in higher usage of buses one could assume the PTA might increase the bus services in the area. For more information regarding public transport initiatives which the proposal addresses please refer to</p>

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			<p>pages 60 to 66 of the 'City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015' which can be located via this link; www.cockburn.wa.gov.au/thelakes. For details regarding Progress drive specifically please refer to point 2 on page 65 of this document. Point 2 falls within a table titled 'The Lakes Study area community public transport 'Hot Spots' of concern'.</p> <p>4. The below image has been extracted from page 19 of the above mentioned 'Background' report. You will note the properties along Progress Drive range in size from 700sqm to 799sqm with a few properties ranging from 800sqm to 999sqm.</p>  <p>The R40 density codes have been requested by the wider community of North Lake during the community consultation sessions. The community consultation outcomes can be viewed under the 'Background Report' as mentioned above. Specifically please refer to pages 86 to 112 of the document. You will note R40 is supported by the majority of the community.</p> <p>The comment [<i>"The majority of R40 units have no lifts therefore the older generation in the suburb are basically useless when downgrading"</i>] is noted. There are two possible development outcome with regard to R40, this includes grouped and multiple</p>

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			<p>dwelling's. Grouped dwellings are often single level structures and are often in the majority. On this basis there would be limited requirement for lifts as it is expected the majority of future housing might be single level dwellings. It is expected this arrangement would be most suitable for 'the older generation when downgrading'.</p> <p>5. Please note, according to the Australian Bureau of Statistics under the 2011 Census the current average number of people per household in North Lake is 2.8 people. This is above the Australian and Western Australian average of 2.6. On this basis the provision of higher density codes will allow for more housing diversity in North Lake and as such it is likely the average number of people per households would decrease from current figures to be more in line with the WA/ Australian average. On this basis it is expected the 'tranquillity of the area' will not be compromised as a result of the R40 density.</p> <p>6. Please refer to the following link; www.cockburn.wa.gov.au/thelakes which provides a document titled 'R30-R80 Case study examples' as shown below.</p> <div data-bbox="1451 794 1944 1023"> <p>Understanding residential densities</p> <ul style="list-style-type: none"> • R-Codes - (complete policy document) • R30-R80 Case study examples   </div> <p>This document provides details on specifically what R30-R80 might look like when developed. These are only examples though. Please keep in mind there is a difference between 'grouped' and 'multiple' dwellings as defined by the R-Codes. Both forms of residential development are permissible in R40 and above subject to an application for planning approval. It is understood the submitter does not support 'multiple dwellings' please note however 'grouped' dwellings are also permitted in R30 and above. It is expected the majority of future dwellings in R40 North Lake will entail grouped dwellings. Should any future applications be lodged for multiple dwellings in North Lake please note these</p>

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			<p>applications will be assessed in accordance with the R-Codes for compliance with 'proper and orderly planning'. It is noted also the housing stock in North Lake is such that redevelopment is likely to be prolonged until such time as it is financially feasible to develop the land. The rate of redevelopment in North Lake is expected to be less than in South Lake or even Bibra Lake.</p> <p>Further to the above, from a strategic perspective, please note; under Directions 2031 and beyond (State Government Planning Document) it makes mention by the year 2031 the population of Perth and Peel is expected to have grown by between 35 and 40 per cent. This has significant implications for the City of Cockburn which must be planned carefully to ensure we preserve the qualities and characteristics we most value - the beaches, parks, bushland, lakes and wetland habitats</p> <p>The City of Cockburn aims to avoid urban sprawl by intensifying development within existing suburbs. The alternative population growth management practice is that the future residents live in greenfield, outer regions. This might result in increased levels of pollution, vehicle emissions and public infrastructure construction.</p> <p>It is considered appropriate and within the interest of sustainability and proper and orderly planning to increase the density of the subject area via a Scheme Amendment. It is important to note these increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report.</p>
123	David Wright 10/15 Mason Court SOUTH LAKE WA 6163	<p>OBJECTION</p> <p>We already have the highest density now which is only just walking distance from the neighbours, no need to be closer. Also as we are in the Rail Area (FRNA) would not want too many units until something is done about the vibration, could be either lack of track maintenance or rolling stock. (I've lived in temporary accommodation next to what was Hamersley rail line, Karratha to Tom Price and there was less problems). There is also the fact that homes are not selling well and there is a glut of</p>	<p>Noted. The existing density code for this site is 'R20'. Providing a higher density code over this land, as proposed, provides an incentive to redevelop the properties to a higher acoustic standard/ better acoustic design. The FRNA special control area mandates that any future redevelopment of this site is required to build residential dwellings to an appropriate vibration standard.</p> <p>It is understood there may be complexities in subdividing/ developing these existing strata lots (for reasons other than noise and vibration).</p>

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		homes for sale. At present, not that will last but the prices and job security area also factors. Last time we had a survey regarding changes, it seemed Council already had its mind made up and even though it was against the Council, they did what they wanted.	Notwithstanding the above, the inclusion of the FRNA special control area coupled with the benefit of providing additional housing affordability is considered to be an appropriate planning outcome for this site.
124	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
125	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
126	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
127	Kenneth Rose 17 Lanagan Rise SOUTH LAKE WA 6164	SUPPORT However, something needs to be done with underground power (what is going on?). Traffic control i.e. traffic lights or roundabouts for both all exits out of South Lake. It is one thing to crowd more people in but we need to help people exit out of the suburb.	Noted. Underground power is controlled by Western Power (separate government agency) and may be required to be partially funded by residents. The City of Cockburn is in principle an advocate for underground power (for planning related benefits) however it is important to note the City of Cockburn is not the decision making authority with regards to underground power. Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located under this link; www.cockburn.wa.gov.au/thelakes . This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details. On this basis your concerns relating to traffic are addressed under the 'Background Report'. Please refer to this document for details.

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128	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
129	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT My block is too big for me, water is low and the upkeep is enormous.	Noted.
130	Kenneth & Helen Young 11 Blacksmith Court SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
131	Bryce P Flood 22 Glenbawn Drive SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
132	John Moran 51 Monaco Avenue NORTH LAKE WA 6163	SUPPORT I fully support the [re-coding] changes. It will make it more affordable for young families and first home buyers to enter into the market as it will offer them smaller sized blocks, which will be bought at a cheaper price than the usual larger blocks which are in the area. My Property is perfectly set up to be subdivided into smaller blocks, facing Monaco Avenue.	Noted. It is agreed higher density codes provides the opportunity for housing diversity. Housing diversity results in an increased capacity to meet the housing needs of the existing and future Community.
133	Albert R M Leijser 3 Zillner Close SOUTH LAKE WA 6164	SUPPORT It is about time that we in Western Australia used our available land and managed it better and more economically. Yes it is a very good intent – City of Cockburn keep up the good work for the future of our children.	Noted and thank you.
134	Donna Gadd 5 Zillner Close SOUTH LAKE WA 6164	SUPPORT I fully support the [re-coding] in my suburb.	Noted.
135	Landowner	SUPPORT	

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	<i>(wishes for details to remain confidential)</i>	<i>(No further comment provided).</i>	Noted.
136	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
137	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
138	Jonathan Tan 23 Tetlow Place BIBRA LAKE WA 6163	SUPPORT I would like to give my support for the project and proposed [re-coding]. Having lived in Perth all my life, I have been long-surprised at the spread of the population north and south of the city and less than expected urban infill. It has puzzled me why local governments have been slow to allow rezoning closer to the city, to allow moderate increases in living density and therefore to allow the population in general to live closer and more convenient to the city and surrounding infrastructure. Therefore when I first received the proposed Lakes Revitalisation Strategy and attended the feedback session my only thoughts were "it's about time". I do believe increased density living is what Perth requires in the longer term, as from a macro point of view, infrastructure and amenities become increasingly expensive to provide as we spread out down the coast and freeway.	Noted. It is agreed, the proposed Scheme Amendment provides a benefit of infill development rather than contributing to urban sprawl.
139	Heritage Council of Western Australia PO Box 7479, Cloisters Square PERTH WA 6850	SUPPORT The following advice is provided in response to the referral of a scheme amendment as set out under Section 79 of the <i>Planning and Development Act, 2005</i> . 1. The proposed Scheme Amendment has been	Noted.

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		<p>considered for its potential impact on heritage places within the Scheme area. There is no objection to the proposal.</p> <p>2. The subject area is adjacent to North Lake and Bibra Lake (Place No. 5317). The place is in the Heritage Council's assessment program for possible inclusion in the State Register of Heritage Places.</p> <p>For our records, we would appreciate notification of any future proposals which may affect North Lake and Bibra Lake</p>	
140	Department of Education 151 Royal Street EAST PERTH WA 6004	<p>SUPPORT</p> <p>The Department has reviewed the document and wishes to make the following comments;</p> <ul style="list-style-type: none"> The Department has analysed the impact of the increase to the R Codes on its existing schools and advises that should the maximum take up occur to redevelop, the anticipated increase in student yield would be accommodated within the existing schools. It would be envisaged that any such redevelopment would occur gradually which would lessen the impact on the local primary schools. There is currently sufficient accommodation space at the Bibra Lake, Kardinya and South Lake Primary Schools for the anticipated student yield. <p>There is no objection to this proposed Amendment.</p>	Noted.
141	Landowner	SUPPORT	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	<i>(wishes for details to remain confidential)</i>	<i>(No further comment provided).</i>	Noted.
142	J Csala & I A Futaki 10 Fantail Drive BIBRA LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
143	Carl D Kemp 23 Bracken Way BIBRA LAKE WA 6163	SUPPORT <i>(No further comment provided).</i>	Noted.
144	Bill Dunham & Susan Lyons 27 Monaco Avenue NORTH LAKE WA 6163	OBJECTION We strongly object. We don't want subdivisions in our suburb. This is NOT what we signed up for 16 years ago. Our leafy green streets WILL disappear. Crime WILL increase. Traffic WILL increase. It WILL be hotter in summer. There WILL be neighbours disputing over noise and dogs barking, disturbing the peace. There WILL NOT be enough distance between dwellings. We see this whole disturbance as unacceptable and know that we don't really have any say in the matter.	<p>Noted. The Lakes Revitalisation Strategy (initial stages of the project) involved a series of extensive community consultation workshops, seminars and surveys. The objective was to understand the views of the majority of the landowners/ residents in respect to residential infill.</p> <p>As a result of the above mentioned process the City was able to gauge the community's appetite for change in density codes. The community (as a majority) have, as a result of that process, requested the higher density codes in North Lake, Bibra Lake and South Lake. Therefore on that basis unfortunately for you, your views are in the minority of that of the community.</p> <p>One of the objectives of 'infill development' is that it is considered to directly reduce the impacts of urban sprawl (and also global warming in some respect). Your objection makes mention of '<i>leafy green streets</i>' <i>disappearing</i>. Reducing the impacts of urban sprawl (and global warming) is considered to reduce the impacts of the clearing of native vegetation elsewhere in WA (greenfield development areas).</p> <p>Please note, the proposed Scheme Amendment includes a list of actions to be undertaken. One of the actions involves planting street trees. These tree plantings will be funded by Council. Please note also the City of Cockburn has recently implemented a local planning policy which mandates criteria for the requirement for any future landowner developing their land will be required to plant/ or pay for street tree planting (in addition to the City's street tree/ funded planting. On this basis street trees are expected increase as a result of this amendment rather than decrease.</p>

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			<p>The comment regarding 'crime will increase' as a result of this Amendment is not supported by the City of Cockburn. The City of Cockburn is not aware of any substantive evidence to support this statement.</p> <p>Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located under this link www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies that the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of "City of Cockburn The Lakes Revitalisation Strategy - May 2016" (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should address, hopefully, all of your concerns with respect to the traffic related issues.</p> <p>The Residential Design Codes will be used to assess any future development applications within the study area. This State Planning Policy was prepared by the State Government and is to be used by Local Governments in the assessment process of all forms of residential development. One of the objectives of this SPP (R-Codes) is to ensure any future residential development is to provide an appropriate level of residential amenity. This includes protecting you/ your property from overlooking and also providing the adequate 'space between dwellings'.</p>
145	Gail & Roy Arnold 37 Needwell Road BIBRA LAKE WA 6163	<p>OBJECTION</p> <p>We would definitely not like to see high density in Bibra Lake (East).</p> <p>Our suburb is very special with open spaces and larger blocks, which offer privacy from neighbouring homes. We live in a cul-de-sac. There is no street parking now because of driveways from the four homes. If these</p>	<p>Noted. The Lakes Revitalisation Strategy (initial stages of the project) involved a series of extensive community consultation workshops, seminars and surveys. The objective was to understand the views of the majority of the landowners/ residents in respect to residential infill.</p> <p>As a result of the above mentioned process the City was able to gauge the community's appetite for change in density codes. The community (as</p>

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		<p>blocks were sub-divided, this would cause major issues with cars. Developers never include or look at car parking, so definitely don't want to see high density housing in our suburb. We also don't have footpaths, so everyone walks on the road.</p>	<p>a majority) have, as a result of that process, requested the higher density codes in North Lake, Bibra Lake and South Lake.</p> <p>The R-Codes (State Planning Policy 3.1) addresses parking requirements for any future grouped and/ or multiple dwelling applications. It is an obligation of the future developers to provide for on-site parking and not rely exclusively on street parking. Therefore on this basis the concerns relating to street parking are noted but not supported. Please note also the street width is wider than normal (at 20 meters) allowing for more space (than in most cases) for street parking (should people decide to park on the street over and above the on-site parking space allocations). This is noting the fact the street terminates as a cul-de-sac.</p> <p>The comment that the street has no footpath is noted. Being a cul-de-sac with fewer properties (than a through street) that have access off the street, perhaps a footpath is not financially feasible. The verge however appears to be maintained and conducive to an acceptable pedestrian environment. The relatively low property numbers (and the Liveable Neighbourhoods road hierarchy classification) on the street is also a consideration with respect to the appropriateness of a footpath in this location. This will be considered further once new applications are lodged in the area. Please note SPP 3.1 mandates pedestrian considerations (amongst other planning considerations).</p>
146	Alex Rimkus 19 Monaco Avenue NORTH LAKE WA 6163	<p>OBJECTION</p> <p>I do not support the proposal to increase housing densities in the above-mentioned suburbs as the existing infrastructure supporting community requirements is already inadequate to cope with the existing population densities.</p> <p>As an example, during peak hours it is virtually impossible to exit North Lake via Farrington Road owing to traffic volumes/congestion on this road.</p> <p>Cockburn Council decision to not support the extension of Roe Hwy means that suburban roads in the immediate vicinity of Roe 8 are required to continue to absorb vehicular traffic putting unsustainable pressure on existing road infrastructure. North Lake residents adjacent to Farrington Road have to cope with the</p>	<p>Noted. Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the <i>"City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015"</i> which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies that the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding, the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of <i>"City of Cockburn The Lakes Revitalisation Strategy - May 2016"</i> (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should</p>

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		<p>added pollution, noise and inconvenience of the traffic using Farrington Road as a "rat run".</p> <p>Similarly poor planning and an over commitment to development has also seen ridiculous congestion occurring at Armadale Road in the vicinity of Gateways and also at the Farrington Road/Murdoch Drive roundabout through to Fiona Stanley Hospital.</p> <p>So before increasing any densities a clear masterplan needs to be developed that addresses the infrastructure shortfalls in the areas earmarked for [re-coding].</p> <p>The plan needs to be "honest" and also should have realistic costings as well as the source of funds required to fund the infrastructure shortfall.</p> <p>Increasing densities/population without first building the necessary supporting infrastructure is akin to putting the cart before the horse.</p>	<p>address, hopefully, all of your concerns with respect to the traffic related issues.</p> <p>The concerns raised within this objection primarily relates to traffic at a regional level. Please note regional road planning, including traffic congestion, forecasting and regional projects is the responsibility of the State government including Main Roads Western Australia.</p> <p>Traffic at a regional level is dependent on regional projected traffic numbers. The proposed amendment is at a local level. On this basis the traffic issues are addressed at an appropriate scale, the local level. The objective of the traffic considerations under this project aims to ensure the existing suburbs (the subject of this amendment) function in an optimal way with respect to vehicular movement. The above details within the City's study will provide you with a comprehensive analysis of traffic related issues. This includes recommendations as considered to be appropriate by the City's planning and engineering team. Please note also the Scheme Amendment was referred to Main Roads Western Australian for their comment. This was to understand the expert opinions of the road traffic engineers at MRWA (regional level). MRWA's submission is provided for below as submission number 196 of this table. MRWA have not raised any issues with the proposed amendment. The City's road engineering section of this project addresses local level traffic issues and also state level issues (in some respect) via requests for state government road intersection upgrade funding. This is referred to as 'black spot funding' and is a joint effort between the City and MRWA.</p> <p>On this basis, as per the above details, the City considers the proposal to be comprehensive ('honest') and it is considered to adequately address the local and regional traffic issues (as supported by MRWA – see submission 196 below for details).</p>
147	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p><i>(No further comment provided).</i></p>	Noted.
148	<p>Adrian A C L Khaw 12 Placid Court SOUTH LAKE WA 6164</p>	<p>SUPPORT</p> <p>I am in favour of the proposed [re-coding]. However I do recommend that if [re-coding] does commence then proper guidelines for structural damage to existing</p>	Noted. This hypothetical situation is likely to fall under Common law. Any hypothetical situation to this effect might become a civil matter between the two, three (however many affected) residents. Please note this advice

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		<p>houses inclusive of fences or earth movement be the liability of the builders and the owners/developers.</p> <p>This would include sewage, Electrical, telephone/communications/network service disruption, water and gas services disruption due to damage or earth works should be liable to the developers.</p>	is not to be construed as legal advice. Should the hypothetical situation eventuate (as the submission identifies) the party/ies might need to seek professional independent legal advice at that time. Generally speaking developments are conditioned under a building application and potentially also a development application. These approvals generally specify legal requirements relating to construction. These conditions are generally designed to avoid any such situations.
149	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p>My husband and I SUPPORT the proposed amendment that will see our R20 [density] changed to R40. There are large blocks in our area that are under-utilised and may create more housing opportunities to attract young families to the area.</p>	Noted.
150	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>SUPPORT</p> <p>We should reduce URBAN SPRAWL. Traffic is and will be getting worse as people need to travel further. WA (Wait A while) is already the butt of jokes from the rest of Australia in developments as well as the International community. Need to do something QUICK.</p>	Noted. One of the projects objectives is to reduce the impacts of Urban Sprawl which seems to be consistent with your views.
151	<p>Department of Aboriginal Affairs</p> <p>PO Box 3153</p> <p>EAST PERTH WA 6892</p>	<p>SUPPORT</p> <p>The Department of Aboriginal Affairs (DAA) advises there are two Aboriginal sites within the areas of the Proposal. These sites are DAA 4106 (North Lake SW) and DAA 4358 (Mason Road Swamp).</p> <p>As the amendment relates to the [re-coding] of portions of the land areas within the Proposal, this in itself does not pose a risk of impacting the Aboriginal heritage, however proponents undertaking activities within Aboriginal sites should inform themselves of their obligations under the Aboriginal Heritage Act 1972.</p> <p>The DAA recommends that proponents undertaking works within this area have consideration for the DAA's Aboriginal Heritage Due Diligence Guidelines when planning specific developments within the Proposal</p>	<p>Noted. As mentioned in the submission, the proposed Scheme Amendment involves re-coding of existing residential zoned land. The identified Aboriginal sites within the proposal [DAA 4106 (North Lake SW) and DAA 4358 (Mason Road Swamp)] are not zoned residential. The proposed Scheme Amendment does involve works outside of the residential zoned land, but this work will be undertaken by the City of Cockburn. These works involve planting of street trees, upgrades to public open space reserves and improvements to road and public transport infrastructure.</p> <p>On the above basis, the proposed Scheme Amendment and its associated suite of listed works are not expected to impact the two identified listed Aboriginal heritage sites.</p>

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		area. These guidelines have been developed to assist proponents to identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The guidelines are available at: https://www.daa.wa.gov.au/heritage/land-use/	
152	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT My property is 107 Elderberry Drive, South Lake. As a resident of South Lake for 20 years and now an investor into South Lake, I believe that the proposed scheme amendment will be beneficial to the area both socially and economically	Noted.
153	Sue Lynn Morley 6 Gwalia Place BIBRA LAKE WA 6163	OBJECTION I don't want the density to change.	Noted. In the absence of any further comment from the submitter the City is unable to provide a detailed response.
154	Paul Iddiols & May Scott 152 Parkway Road BIBRA LAKE WA 6163	SUPPORT As per my correspondence, we wholeheartedly support the [re-coding] of Bibra Lake as it will improve the village no end.	Noted.
155	Landowner <i>(wishes for details to remain confidential)</i>	OBJECTION Over populated already.	Noted. It is understood Western Australia's population is on the rise as projected under the State Governments document 'Directions 2031'. One of the objectives of this project, as managed by the City of Cockburn, is to provide landowners with the option to develop their properties (should they wish to) which might help cater for some of the expected population growth in WA. The City of Cockburn considers one of the key benefits of this proposal is that it responds to the urban sprawl issues in WA. The advantage of infill development (as opposed to greenfield development) is that there are fewer pressures placed on infrastructure requirements in greenfield areas. Infill areas are already established with community infrastructures, hospitals, public transport and commercial services. Therefore infill development results in increased levels of demand on these services

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			which is good for economic growth. Infill development results in environmental and social benefits also.
156	Ian William Berry 101 Bolderwood Drive SOUTH LAKE WA 6164	SUPPORT <i>(No further comment provided).</i>	Noted.
157	Department of Transport GPO Box C102 PERTH WA 6839	<p>NEITHER SUPPORT NOR OBJECT – SEE COMMENTS BELOW FOR DETAILS</p> <p>It is a comprehensive body of work, and the accompanying Freight Train Noise & Vibration Assessment provides useful insight into the impact of the freight rail line on adjacent urban land within the City of Cockburn.</p> <p>My understanding is that DoT has already provided a response to this submission, however in light of our recent involvement in the review of SPP 5.4 I thought it would be prudent for our team to provide a more comprehensive response for your consideration. I have discussed this matter internally, and would make the following comments:</p> <p><u>Interaction with SPP 5.4</u></p> <p>A revised draft SPP 5.4 was endorsed by the WAPC December Last year and is expected to be released for public consultation in the coming months. As the final contents of the policy have not yet been released by the WAPC, it is difficult for DoT (or other stakeholders) to compare it objectively with the Freight Rail Noise Area (LPP 1.17) proposed by the City of Cockburn.</p> <p>Based on our joint involvement in the SPP 5.4 technical working group however, it would appear that there is some level of inconsistency between the two policies, specifically in regards to the inclusion of vibration, and the use of L_{Amax} rather than L_{Aeq}.</p> <p>DoT would therefore encourage the City to await the gazettal of SPP 5.4 before releasing LPP 1.17, in order</p>	<p>DoT: <i>It is a comprehensive body of work, and the accompanying Freight Train Noise & Vibration Assessment provides useful insight into the impact of the freight rail line on adjacent urban land within the City of Cockburn.</i></p> <p>CoC: Noted. The CoC considers the proposed;</p> <ul style="list-style-type: none"> - Scheme Text (<i>Special Control Area: 'The Freight Rail Noise Area' as proposed to be shown on the Scheme Map as FRNA</i>) and - the accompanying Local Planning Policy (1.17 'Freight Rail Noise Area') <p>to offer a fair and reasonable solution to the amenity issue associated with the Freight Railway line which dissects the Scheme Amendment study area.</p> <p>It is considered the proposed (fair and reasonable) solution considers a whole of government approach. The proposal is considered to be a scientifically acceptable solution, consistent with proper and orderly planning principles including 'amenity' considerations and complimentary to Public Health objectives. Additionally, it is worth noting the CoC has received support (during the submissions period) from key stakeholders including;</p> <ul style="list-style-type: none"> • DER, PTA, FLCWA, WALGA, Fremantle Ports <p><u>Interaction with SPP 5.4</u></p> <p>DoT: <i>A revised draft SPP 5.4 was endorsed by the WAPC December Last year and is expected to be released for public consultation in the coming months. As the final contents of the policy have not yet been released by the WAPC, it is difficult for DoT (or other</i></p>

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		<p>to ensure policies are consistent and provide certainty for all stakeholders.</p> <p><u>Use of maximum (L_{Amax}) Noise Criteria</u></p> <p>DoT accepts that L_{Amax} more accurately captures the representative noise profile of an individual train pass by than L_{Aeq} does. This measure is sensitive to outliers however, and in effect would require properties to be safeguarded from the effects of the noisiest rolling stock on the network.</p> <p>In order to scientifically quantify how this would provide amenity, the policy should also ideally list an internal L_{Amax} target that corresponds with sleep disturbance. For reference, the WHO specifies 42dB to be a suitable sleep quality threshold. This would imply that for an external L_{Amax} of 90dB, a noise reduction of 48dB would be required in order to meet the WHO internal target. Referring to Lloyd George Acoustics' recommended architectural treatment packages, even the most stringent measures (package CF) require windows and external door systems to attenuate noise by a maximum of 37dB. So when defined in L_{Amax} terms, the internal target is still not being met.</p> <p>The above example highlights some of the complexity encountered during the SPP 5.4 review, when trying to plan for the effects of a wide variety of privately owned rolling stock. With a gradual renewal in rolling stock over time (i.e. quieter trains), coupled with an increasing frequency of trains, it would seem that L_{Aeq} is the most consistent method for quantifying noise. In regards to particular rogue trains causing 100dB+ pass by readings, this is the kind of issue that is currently being investigated by the Freight and Logistics Council as part of the on-corridor solutions package.</p> <p><u>Vibration</u></p> <p>Scientifically, DoT has no objection to the information provided in the Freight Train Noise and Vibration</p>	<p><i>stakeholders) to compare it objectively with the Freight Rail Noise Area (LPP 1.17) proposed by the City of Cockburn.</i></p> <p>CoC: We acknowledge this is the case, however the Lakes Revitalisation Strategy Scheme Amendment has been a project undertaken by the City separately to the DOP review of the SPP.</p> <p>The City is a participant on the Transport Corridor Protection Technical Working Group and has liaised with representatives of the group during this project. The City has recently been advised by the DoP that the Draft SPP and Guidelines documents circulated to the group are similar to those which the WAPC recently endorsed.</p> <p>DoT: <i>Based on our joint involvement in the SPP 5.4 technical working group however, it would appear that there is some level of inconsistency between the two policies, specifically in regards to the inclusion of vibration, and the use of L_{Amax} rather than L_{Aeq}.</i></p> <p>CoC: L_{Amax} has been used in addition to the L_{Aeq} (not instead of L_{Aeq}) under the Freight and Logistics Council (FLC) model, which combines the use of the L_{Amax} and the L_{Aeq} with upgraded home construction packages (Package AF, BF and CF) to provide a better standard of noise attenuation, particularly in the lower frequencies. This provides a higher standard of internal amenity to the home and results in a greater level of surety for residents as more homes are then able to meet a (FLC) modified construction standard rather than requiring a design specific acoustic report.</p> <p>The use of L_{Amax} (in association with L_{Aeq}) is in accordance with DER advice in relation to the Lakes Revitalisation Strategy for Freight Rail noise and consistent with national practice.</p> <p>DoT: <i>DoT would therefore encourage the City to await the gazettal of SPP 5.4 before releasing LPP 1.17, in order to ensure policies are consistent and provide certainty for all stakeholders.</i></p> <p>CoC: The City is presently in discussions with DOP around the Lakes Revitalisation Strategy acoustic reports.</p> <p><u>Use of maximum (L_{Amax}) Noise Criteria</u></p>

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		<p>Assessment. From a policy perspective however, there remains limited evidence to suggest that requiring properties to meet vibration standards will be effective in managing expectations of amenity. The perception of vibration is often a combination of low frequency noise or regenerated noise, and these effects may not be mitigated by vibration isolation.</p>	<p>DoT: <i>DoT accepts that L_{Amax} more accurately captures the representative noise profile of an individual train pass by than L_{Aeq} does. This measure is sensitive to outliers however, and in effect would require properties to be safeguarded from the effects of the noisiest rolling stock on the network.</i></p> <p>CoC: L_{Amax} has been used in addition to the L_{Aeq} (not instead of L_{Aeq}) under the Freight and Logistics Council (FLC) model, and the 'noisiest' trains are disregarded under this model.</p> <p>DoT: <i>In order to scientifically quantify how this would provide amenity, the policy should also ideally list an internal L_{Amax} target that corresponds with sleep disturbance. For reference, the WHO specifies 42dB to be a suitable sleep quality threshold. This would imply that for an external L_{Amax} of 90dB, a noise reduction of 48dB would be required in order to meet the WHO internal target. Referring to Lloyd George Acoustics' recommended architectural treatment packages, even the most stringent measures (package CF) require windows and external door systems to attenuate noise by a maximum of 37dB. So when defined in L_{Amax} terms, the internal target is still not being met.</i></p> <p>CoC: The City understands that the WHO criteria may be too conservative as they are intended for peak noise events which occur more than 10 times a night (which is more than 1 train per hour).</p> <p>The City understands that in the absence of a set limit in the SPP, the FLC model adopted the L_{Amax} criteria which was proposed in the Draft SPP, but removed from the final adopted SPP.</p> <p>The upgraded FLC Packages provide a significant improvement on the internal noise level (60dB L_{Amax}), where otherwise levels would be 70 dB(A) inside, whilst still potentially complying with the SPP. The City understands that this is addressed in the FLC report.</p> <p>As a comparison in relation to transportation peak noise events, the City has been advised that aircraft noise is specified to be 50 dB L_{Amax} in bedrooms and 55 dB L_{Amax} in living spaces (with no limit on the number of flyovers). The City's proposed approach conforms with the WHO's objectives and also international best practice (refer</p>

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			<p>to the SLR report).</p> <p>DoT: <i>The above example highlights some of the complexity encountered during the SPP 5.4 review, when trying to plan for the effects of a wide variety of privately owned rolling stock. With a gradual renewal in rolling stock over time (i.e. quieter trains), coupled with an increasing frequency of trains, it would seem that L_{Aeq} is the most consistent method for quantifying noise. In regards to particular rogue trains causing 100dB+ pass by readings, this is the kind of issue that is currently being investigated by the Freight and Logistics Council as part of the on-corridor solutions package.</i></p> <p>CoC: The use of L_{Amax} (in association with L_{Aeq}) is in accordance with DER advice in relation to the Lakes Revitalisation Strategy for Freight Rail noise, and will assist to mitigate peak noise events and low frequency noise, but does not consider the outlier 'noisiest train' for each area.</p> <p>The SPP 5.4 guidelines (current version) specify the DER is the expert government agency with respect to rail noise and vibration. Noting the DER supports the City's approach, please note the DoP/ WAPC is therefore required to accept the City's position as proposed. This is considered to be best practice and therefore it should be supported.</p> <p><u>Vibration</u></p> <p>DoT: <i>Scientifically, DoT has no objection to the information provided in the Freight Train Noise and Vibration Assessment. From a policy perspective however, there remains limited evidence to suggest that requiring properties to meet vibration standards will be effective in managing expectations of amenity. The perception of vibration is often a combination of low frequency noise or regenerated noise, and these effects may not be mitigated by vibration isolation.</i></p> <p>CoC: The adoption of the higher freight packages would assist in reducing the entry of low frequency noise into the interior of the houses and may assist with the amenity impact. In accordance with the SLR report (as commissioned by DoT) the City's approach is consistent with best practice from an international perspective.</p>
158	Water Corporation	SUPPORT	

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	PO Box 100 LEEDERVILLE WA 6902	<p>The Water Corporation offers the following comments in regard to this proposal.</p> <p><u>Water and Wastewater</u> Reticulated water and sewerage is currently available throughout the subject area. The developer/disturber is expected to fund any required, new works or the upgrading of existing works and protection of all works.</p> <p>As the current planning did not allow for the proposed development densities the current water and wastewater schemes will need to be reviewed. Due to the increase in development density, upgrading of the current water and wastewater system may be required to prevent existing customers being affected by the proposed future development. The reviews are currently being scheduled. Any additional information on the future demands that you could supply would be helpful.</p> <p>If it is determined that Water Corporation infrastructure needs upgrading due to the increase in development density it may be beneficial for a developer contribution scheme to be established by the City Of Cockburn. This is so a coordinated and equitable approach is taken instead of individual land owners being responsible for the upgrades required.</p> <p>It should be noted that existing sewerage mains are located inside lots within the subject land. Due consideration will be required when future development takes place. Developments may be restricted near the existing sewerage infrastructure. The developer is required to fund the full cost of protecting or modifying any of the existing infrastructure which may be affected by any proposed development.</p> <p>Existing wastewater pumping stations are also located within the subject area. Under normal operating conditions there will be minimal odour emanating from the pumping station, however, during maintenance and abnormal operating or weather conditions, an increased</p>	<p>Noted. It is understood the local residents whom wish to develop their properties at the higher density code will be responsible to fund any required works or the upgrading of existing works.</p> <p>It is understood also Water Corporation is currently reviewing the current schedule. Once the Hon. Minister for Planning has made a decision on the proposed Scheme Amendment the outcome will be communicated to the Water Corporation for their records. This should assist with any future waste water planning.</p> <p>It is understood also there are existing sewerage mains which are located inside lots within the subject land. Once subdivision applications are lodged the Water Corporation will be provided with the opportunity to provide comment to the Commission. Likewise any relevant future development application may be advertised to the Water Corporation for comment. It is noted The Water Corporation has not objected to the proposed R40 and R60 density codes in proximity to the existing sewer mains.</p>

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		<p>level of odour may occur that will be of nuisance to persons within the odour buffer area. The enclosed plans show the location of the pump station and the odour buffer (large pink circle) around the pump stations.</p> <p><u>Drainage</u> The subject area falls within the Bibra Lake Drainage Catchment. The Water Corporations drainage system can only take predevelopment flows. So the developers will need to compensate any additional flows on their own land.</p> <p><u>General Comments</u> The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation should be contacted to confirm if the information is still valid.</p> <p>Please provide the above comments to the land owner, developer and/or their representative.</p> <p>In addition to the Water Corporations previous comments please note that the planning reviews have been scheduled. Unfortunately the review of scheme water may take till around September to complete. The wastewater review should be ready before that. Again, any additional information on the future demands that you could supply would be helpful.</p> <p>If the timing of these reviews are an issue please let us know.</p>	
159	Department of Parks and Wildlife Locked Bag 104 Bentley Delivery Centre WA	<p>SUPPORT</p> <p>Thank you for your letter dated 6 April 2017 referring Proposed Scheme Amendment 118 to the Department</p>	Noted.

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	6983	of Parks and Wildlife for comment. The amendment is noted however the department has no comments to make.	
160	Landowner (wishes for details to remain confidential)	SUPPORT Due to the growing population with in the area, I think it's a great scheme. It will give local residents the opportunity to maximise their land potential.	Noted.
161	Nicole Steer 19 Ingvarson Way BIBRA LAKE WA 6163	SUPPORT Increase the value of my block	Noted.
162	Landowner (wishes for details to remain confidential)	OBJECTION Because: 1. Loss of privacy 2. Increased traffic congestion 3. The conditions do not promote young families 4. Loss of space for; a) work shed b) extra car parking/visitors/trailer/caravan/boat 5. Promotes the "dormitory" style living style 6. The closeness of neighbours promotes gang-style entertainment for youth 7. etc	Noted. In relation to the 7 points raised in your submission the following comments are provided; 1. State Planning Policy No. 3.1. The Residential Design codes is a State government document which is used by Local Governments to assess development applications for; single, grouped, multiple and a range of residential dwelling applications. This document provides a range of performance criteria and deemed to satisfy requirements which provide guidance to those assessments. The objectives are to ensure appropriate levels of amenity for those persons who plan to live in the future dwellings and also for their existing/ future neighbours. On the above basis, the 'loss of privacy' comment is noted however SPP 3.1 is specifically designed to protect residential privacy. This will be complied with under the assessment and approval of all future development applications (as per the requirements of SPP 3.1). 2. Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes . This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts.

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			<p>Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/ details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of <i>"City of Cockburn The Lakes Revitalisation Strategy - May 2016"</i> (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should address, hopefully, all of your concerns with respect to the traffic related issues.</p> <p>3. This comment is not supported. The proposed higher density codes provide the opportunity for the private market to diversify its housing stock. Diversity in housing options will provide a larger range of housing/ affordable options to a wider community/ demographic, including 'young families' but also single people, couples, the elderly, older families, people with special needs etc.</p> <p>On the above basis, the proposal is expected to promote more housing for 'young families'. Infill development means these young families will be able to move into an established area/ suburbs and benefit from the existing schools, hospitals, shopping centres, public transport etc. Infill development (as opposed to greenfield) development) results in sustainability benefits (for all) and is therefore considered to be a desirable objective worthy of achieving.</p> <p>4. The Proposed Scheme Amendment does not mandate subdivision or redevelopment. Subdivision or redevelopment is entirely up to the individual land owner/(s). Should land owner/(s) wish to maintain their larger properties for reasons associated with 'a work shed', 'trailer', 'boat' etc these landowner/(s) can continue to do so and are not forced to subdivide/ redevelop. However, should a landowner seek to subdivide their property (as they may not own/ seek to own a caravan, boat etc) they could subdivide should they wish to. The proposal gives the landowner/(s) flexibility and leaves the decision making in their hands. Their considerations are expected to be reflective of the economic demands of the industry. As such, should you wish to maintain your property the way it is, you can continue doing so.</p>

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			<p>5. It is assumed by “dormitory” style living this component of the submission is referring to multiple dwellings? Please note multiple dwellings are permitted only in areas coded R40 and above. In addition please note multiple dwellings are one form of residential development. Other likely residential development outcomes include ‘grouped dwellings’. It is therefore considered that there is likely to be a mix of housing options. A typical streetscape might include single dwellings, grouped dwellings and the odd multiple dwelling maybe. It is unlikely that a street might be characterised by a single development type. In addition SPP 3.1 (as mentioned under point 1 above) is a constantly evolving State Government policy. It evolves to provide better guidance with respect to single, grouped and multiple dwellings. As such dwellings are expected to be improved aesthetically over time. Therefore, the proposed higher codes are not expected to “promote the “dormitory” style living style”.</p> <p>6. The City of Cockburn Council is not aware of any evidence to suggest there is a correlation between the proximity of neighbours and gang-style entertainment for youth. This comment is not supported.</p> <p>7. Noted.</p>
163	Landowner (wishes for details to remain confidential)	SUPPORT I believe this a great amendment as it will bring a new life and dynamic to the suburb given the different types of dwelling made available to the public. A community with people from a range of backgrounds and jobs will find South Lake a suburb for them to reside and call home. Furthermore, this will boost the economy for businesses within South Lake.	Noted and agreed.
164	Landowner (wishes for details to remain confidential)	SUPPORT Fully support the new proposal and trust the scheme includes easy access to the Labor Government light rail facilities	Noted. The City of Cockburn Council is (also) in support of the ‘Metro-net’ State government initiative. Increased density codes in proximity to the potential light rail facility are a complimentary initiative and are therefore consistent with this submission.
165	Adrian Mills	OBJECTION	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	10 Martin Place BIBRA LAKE WA 6163	<p>I understand the need for a revitalisation strategy and the state government intent for higher density housing within established suburban corridors in and surrounding Perth City.</p> <p>I am also of the opinion that Bibra Lake does require amendment to current R20 [density codes] for existing blocks but this should be restricted to [the] R30 [density], and only for blocks of a certain size.</p> <p>I am against the current proposal because the entire suburb seems to have been blanketed with R30 to R80 [density codes] without any consideration for the current aesthetics of what makes our suburb, nor for the reality of congested traffic and population over the next twenty years if this current plan goes ahead.</p> <p>I feel Cockburn Council has not applied due consideration to the following:</p> <ul style="list-style-type: none"> Bibra Lake only has one exit road, being Bibra Drive, with key exits being Farrington and Northlake Roads. Bibra Lake traffic cannot be compared to Coolbellup which has multiple exit points. Traffic is already congested at peak hour. Traffic will also increase on Parkway Road which cannot be mitigated. The R80 [density code] is directly opposite the primary school. What consideration has been given to the increased traffic and parking or to the potential of high rise buildings ruining the suburban landscape. What about the houses on the other side of the R80 [density code], as they would be negatively affected? What consideration has been given to expanding current parkland spaces within Bibra Lake, not taking into account Bibra Lake. 	<p>Noted. The suburb of Bibra Lake is proposed to be primarily coded R30 and R40. A smaller percentage of Bibra Lake (refer to the Proposed density plan/ scheme maps) is proposed to be coded R60. An even smaller percentage is proposed to be coded R80 (12 lots opposite the Bibra Lake Primary School).</p> <p>Suburbs are inhabited by people and people/ society grows and changes over time. As such the aesthetics of the suburb is characterised by the current housing stock. The concept of 'Amenity' as defined in the Planning Regulations means 'all those factors which combine to form the character of an area and include the present and likely future amenity'. Please note 'amenity' is as much about the present 'character' as it is about the future character.</p> <p>Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the <i>"City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015"</i> which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>You are encouraged to review the above mentioned document as well as page 36 of 47 of <i>"City of Cockburn The Lakes Revitalisation Strategy - May 2016"</i> (available on the above mentioned website link) which identifies the consolidated "Actions", "target date", "cost estimates", "funding requirements" and "to be actioned by". These details should address, hopefully, all of your concerns with respect to the traffic related issues.</p> <ul style="list-style-type: none"> Noted. Bibra Lake is surrounded by the Freeway to the east and the lake to the west. This does reduce vehicle access in some respect. However, the existing road network has been constructed to cater for the expected traffic volumes. Please refer to Element 2 of Liveable Neighbourhoods (WAPC State government document for details). The intersections are the locations which may/ may not require improvements. Please refer to the above section which referecnes the road traffic analysis

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		<ul style="list-style-type: none"> Has additional land been set aside to extend Bibra Lake Shops? Regarding [the] R40 [density code], what legislation will be implemented to ensure that two or three storey apartments are not put alongside those who do not want to sell or sub-divide? Could any resident of Bibra Lake expect to live next door to a block that towers over their block? No mention has been made about the population growth, which at first glance could be two to four times the current population. 91 Parkway is an excellent example of how to re-zone correctly. I would definitely support any plan that implements strict guidelines for R30 or even R40 if the council can guarantee that the landscape would not be destroyed for an obvious grab for additional council rates. With this said it has already been noted that the council will abide by local government R codes, which I do not believe are good enough to maintain our suburban aspects. 	<p>and recommendation section. This component of the 'Background' report addresses your concerns regarding traffic.</p> <ul style="list-style-type: none"> Parkway Road, to which this component of the objection refers, is classified as a 'Local Distributor' road by the City of Cockburn. Under Liveable Neighbourhoods the road is classified as a 'Neighbourhood connector B' which is described as catering for greater than 3000 vehicle movements per day. On this basis under the current hierarchical definition of the road in question (Parkway Road) the expected traffic numbers at a density code of R80 are expected to be able to be accommodated within the existing road network. Parking requirements will be resolved under the assessment of the future development application/(s). These future application/(s) will be assessed under State Planning Policy No. 3.1 the Residential Design Codes. This policy mandates a specific number (depending on the application details) of on-site parking. On this basis the off street parking issues are not expected to result in unacceptable levels of amenity. Likewise the amenity (façade etc) of the future dwellings will be controlled under the assessment of those future proposals under the R-Codes. Please also note single, grouped, multiple, special needs etc homes are permissible under R80. The R80 lots could be developed for any residential purpose (or not at all) depending on the current/ future land owners desires. Any future application however will be assessed for compliance by the City of Cockburn in accordance with State Government policy. Bibra Lake is currently provided with an amount of public open space which is consistent with the state government objectives (min of 10%). Therefore the higher density codes do not necessitate the need for more POS (in area). The proposal does however provide details of POS upgrades. Please refer to pages 37 to 46 of the City of Cockburn's May 2016 Lakes Revitalisation Strategy document for details. Please note the shops are privately owned and as such the City has no influence on the private shopping centre landowners. The Strategy does provide some suggested improvements tough on page 44 refer to this link for details: https://www.cockburn.wa.gov.au/getattachment/d3f505a5-c792-43a5-8301-2f3021913dfb/ECM_5533776_v1_The-Lakes-Revitalisation-Strategy-adopted-pdf.aspx

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			<p>Or alternately www.cockburn.wa.gov.au/thelakes</p> <ul style="list-style-type: none"> As mentioned above, SPP 3.1 governs the assessment process of residential amenity in respect to any new residential dwelling. One of the objectives of this document is to ensure the amenity of current landowners is not compromised by any future multiple dwelling. As discussed above also, single, grouped, multiple, special needs etc homes are permissible under R40. The R40 lots could be developed for any residential purpose (or not at all) depending on the current/ future land owners desires. It is expected the community would provide a mix of housing stock. Notwithstanding the height restrictions of R40 dwellings (9m) are the same for single or multiple dwellings. Please refer to tables 3 and 4 of SPP 3.1 for details. This is incorrect. Please refer to page 7 of the Lakes Revitalisation Strategy May 2016 document which is publically available on the City's website for public view. The link is; www.cockburn.wa.gov.au/thelakes This page provides details on the current and future population. This document was advertised for public comment at the Strategy stage of the application. You are encouraged to review the supporting document (which informs the Scheme Amendment). As you may be aware, Lot 1 (No. 91) Parkway Road, Bibra Lake (to which you refer) is coded R20. This property is not coded R30. It is understood however you are referring to the landscaping (plants) on these properties. From a google street view the property owners appear to have well maintained gardens including roses, golden cane palms and a variety of other species of fauna. Please note however landscaping/ gardens are not explicitly controlled by the City of Cockburn Council. The City has limited control in the landscaping of private dwellings. It is noted this includes Council verges in some respects. Notwithstanding, the City is not aware of any reliable correlation between higher density codes and landscaping/ gardens. The City does however have a public art policy. Any future dwelling meeting a set of criteria outlined in the Policy may be required to provide on-site public art. On this basis in some respects, higher density could result in improved amenity. This is of course a subjective statement. In response to this component

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			of the submission the City aims to ensure front gardens are aesthetically pleasing. This is not only governed by the R-Codes but also Street Tree Local Planning Policy and Local Laws which ensure maintenance of the frontages.
166	Landowner (wishes for details to remain confidential)	<p>SUPPORT</p> <p>Housing affordability is a massive issue for the younger generation. Younger individuals prefer newer villas, townhouses and apartments, not only from an affordability perspective, but also for convenience. Smaller homes with less land are also more desirable for aging individuals due to the lower maintenance required. Thus the older style properties on big blocks of land are no longer as desirable as they used to be.</p> <p>I am of the opinion that in order for a rejuvenation of our suburb to occur, it is necessary to provide a diversity of housing options, including villas and townhouses. Those younger individuals who move into the suburb to occupy convenient and affordable villas and townhouses (or simply move out of their parents' homes in the suburb) will naturally later move into and renovate the larger properties as their families grow, thereby upgrading the suburb's profile and appearance.</p> <p>South Lake is an extremely well-situated and well-connected suburb, close to the Kwinana Freeway, Cockburn Gateway Mall and other shops, Cockburn Central train station, beautiful lakes and parklands, schools, and important employment hubs, and is less than half an hour to the Perth CBD. Even the beach is only a short drive away.</p> <p>It is an area with great potential for gentrification, and I believe that the proposed scheme amendment will serve as a stimulus for this to occur, by attracting a younger demographic to the area.</p>	Noted and agreed. This submission is considered to be an example of a socially mature and inclusive consideration in regards to housing diversity and gentrification considerations. Well worded.
167	Landowner (wishes for details to remain confidential)	<p>SUPPORT</p> <p>I give my support for the proposal in the hope that a more vibrant community will be produced together with</p>	Noted. Please refer to the May 2016 Strategy for details the proposal aims to implement with respect to suburb upgrades. This document can

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		modern area, lighting, walkable and enjoyable parks to augment the existing attributes of the suburb.	be located under this link; www.cockburn.wa.gov.au/thelakes
168	Colin Lutz 17 Tinaroo Court SOUTH LAKE WA 6164	<p>OBJECTION</p> <p>On the following grounds:</p> <ol style="list-style-type: none"> 1. Density of buildings means there is less space for gardens, more concrete – hotter in summer, costing more to cool your dwelling 2. I can already hear the neighbours arguing three houses away. Why would I want them three metres away? 3. Services such as NBN, power and water. Each house is fed 63AmPS single phase, 96AmPS three phase. An increase in housing would require additional mains cabling down the street, who is going to pay for this? Rate payers? <p>Water and sewage I would think would have the same problems as water pressure and drainage problems could occur.</p> <p>NBN in South Lake is going to be a hybrid system with limited speeds using the old pay tv coax system to the house. Why should I as a house owner be penalised with lower speeds?</p> <ol style="list-style-type: none"> 4. Child safety. Denser housing will mean less room for the children to play. This will mean that they will have to go down to the local park to play. It is well known that there are sometimes child molesters on the loose. Does the Council intend to expand its community security watch at an expense to the rate payers to solve the problem? <p>From enquiries about child safety. Adventure World</p>	<p>Noted. The following points are provided in response to submission number 168. Please note the following;</p> <ol style="list-style-type: none"> 1. Infill development is considered to assist in the reduction of the need for Greenfield development. It is understood infill development, such as what is proposed, assists in the reduction of climate change impacts to the Community (and the Planet) as a whole. Infill development allows for more people to be located in proximity to the existing schools, hospitals, shopping centres etc. This involves, potentially, less commuting. Infill development might result in less space for gardens however it also might result in less need for clearing of native vegetation in Greenfield areas. <p>Please note also, existing (older) 80's dwellings were generally constructed to a current day equivalent of 1 star (energy efficiency). Any new dwelling today (or tomorrow) will be required under the Building Code of Australia to be built to a 6 star minimum. Higher density codes incentivise people to construct new dwellings. New dwellings (6 star min requirement) will be less hot in summer than current (80's typical) dwellings. Please note also the City has a new Local Planning Policy which mandates street tree planting under criteria stipulated within the policy. As such with new dwellings will come new street tree planting. This is expected to result in less of an urban heat island affect. Comment 1 is therefore not supported.</p> <ol style="list-style-type: none"> 2. The City of Cockburn Council is not aware of any documented evidence demonstrating a scientific correlation between higher density and neighbourly disputes. As mentioned under point 1 above, infill development is considered to be an important objective of 'good governance'. Infill development is also encourages under State Government Policy. The R-Codes (SPP 3.1) is intended to encourage good design. Good design assists in providing residents with increased levels of residential amenity. 3. Developers/ landowners wishing to develop are personally responsible for costs associated with 'additional' or 'extensions' to utilities. This cost is not passed on to the rate payers as a whole, but

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		<p>hires security people to guard kids at its park.</p> <p>5. Parking of the street would be limited. So does this mean we will have a street scape like the high density units at Cockburn Central?</p> <p>6. Rubbish requirements would also be a concern as this would mean a increase in bins, more rubbish trucks and more people to manage the city's waste. Who is going to pay for this?</p> <p>7. Higher density housing has been proven worldwide is linked to more antisocial behaviour. I don't want this as the police can't cope at the moment.</p> <p>Thank you for the opportunity to make this submission.</p>	<p>rather the individual/(s) making the change. This includes all utilities, water, sewer, power, gas, telephone, internet etc.</p> <p>With regards to any future speeds under NBN please discuss this directly with the service provider. The City of Cockburn does not have any influence over the future speeds of the NBN service. Please note also, internet speed is not identified as an infill development objective under the State Governments document 'Directions 2031'. The City does however hope your future NBN internet speed will be to your satisfaction. The City's objective is to assist in housing affordability and diversification. These objectives are intended to support a growing and evolving community. Internet speed is one issue amongst many.</p> <p>4. The City of Cockburn Council is not aware of any documented evidence demonstrating a scientific correlation between higher density and 'child molestation'. The City has therefore not identified the need for increased security watch as an outcome of this project. Notwithstanding, should increased security watch be considered appropriate by the City in the future (for reasons generally related to security and not necessarily 'child molestation') the City might increase the service. This would be a separate action to this project.</p> <p>5. Unlikely. Cockburn Central is a high density mixed use area which is governed/ guided by specific design guidelines, structure plans and various development controls and incentives. The proposed scheme amendment outcome is not considered to be a comparable urban environment. Cockburn central is characterised by large multiple dwelling/ mixed use development. Cockburn central is a very specific and deliberate planning outcome which is controlled with very specific design guidelines and structure plan provisions. The Lakes is a 'typical' residential area and the proposed outcome is dissimilar to Cockburn central. The R-codes mandates on-site parking for landowners and tenants. Visitors parking are also required on site. There may however be parking in roads etc. This would be consistent with the desired urban outcome the community has advocated for.</p> <p>6. Similar to point 3 above, the new landowner/ developer will pay for the extra services as part of their individual rates. Other ratepayers (collectively) will not be expected to fund the need for new bins. The City is well positioned to manage additional waste collection.</p>


NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>7. The City of Cockburn Council is not aware of any documented evidence demonstrating a scientific correlation between higher density and 'antisocial behaviour'. You are welcome to provide to the City of Cockburn the alleged proof to which you refer in your submission. Please refer to point 1 above for the City's motives regarding this project.</p>
169	Bibra Lake Residents Association	<p>OBJECTION</p> <p>Comments from Bibra Lake Residents Association from May 2017 Meeting and discussions with local residents.</p> <p>The general feeling at the meeting and from discussions after the meeting, was that members and local residents did not want to see reduction in their block sizes and more housing in most of the eastern section of Bibra Lake.</p> <ol style="list-style-type: none"> This was for a number of reasons; <ul style="list-style-type: none"> Additional number of cars that more housing would bring would cause issues with parking, particularly in small streets, loops, courts, etc. This would be a major issue for CoC to consider with extra housing in these small/tight streets. Additional housing would also add considerably more traffic to local streets. The way the houses in Bibra Lake were built following the rules at the time, mean that homes are located 8 metres back from the street, so therefore have less backyard space to easily subdivide and add a new dwelling. Most are also built in the centre of their block so there would not be a possibility of adding a driveway to a new house at the back, without demolishing 	<p>Noted. Should the proposed density codes be approved, subdivision and/or development at a higher density code is not mandatory. Land owners do not have to subdivide or develop their property/ies to the higher density codes. Therefore, there will not be a reduction in your block sizes unless the Bibra Lake Residents Association property owners seek to subdivide or develop.</p> <ul style="list-style-type: none"> The R-codes mandates on-site parking for landowners and tenants. Visitors parking are also required on site. There may however be parking in roads etc. This would be consistent with the desired urban outcome the community has advocated for. <p>Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/ details.</p> <ul style="list-style-type: none"> The R-codes has a dispensation for battle-axe driveway widths in favour of properties retaining the dwelling (3m) over new dwelling construction (4m). It is expected therefore that a significant number of existing dwelling properties will be able to be subdivided with the retention of the front dwelling. Infill development is considered to assist in the reduction of the need for Greenfield development. It is understood infill development, such as what is proposed, assists in the reduction of climate change

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		<p>the house.</p> <ul style="list-style-type: none"> Residents appreciate the current environment of the suburb in the way that most home gardens have been created and established over many years. There are significant trees and shrubs that would be lost if the house blocks were to be sub-divided and the feeling of the suburb would be completely altered. The current presentation of our suburb is the main reason that residents have chosen to live here and they are not keen to have this altered for higher density housing. <ol style="list-style-type: none"> A suggestion was made that the best area for higher density housing would be limited to the area of Parkway Rd that is close to the shopping centre and school. This could encourage more business to the area if 2 storey buildings had shops/businesses at the ground level and accommodation units above. This would also be the most appropriate area for more parking and dealing with additional traffic. This had a positive response from attendees at the meeting. There were also comments about developers removing all trees and plants and levelling naturally formed areas from blocks that were subdivided and to be used for new housing. Residents felt that this practice should be stopped and developers should be made to keep the significant features of a block such as large trees and as much of an existing garden as possible. The following comments have been sent to us from residents after the meeting. 	<p>impacts to the Community (and the Planet) as a whole. Infill development allows for more people to be located in proximity to the existing schools, hospitals, shopping centres etc. This involves, potentially, less commuting. Infill development might result in less space for gardens however it also might result in less need for clearing of native vegetation in Greenfield areas.</p> <p>Please note also, existing (older) 80's dwellings were generally constructed to a current day equivalent of 1 star (energy efficiency). Any new dwelling today (or tomorrow) will be required under the Building Code of Australia to be built to a 6 star minimum. Higher density codes incentivise people to construct new dwellings. New dwellings (6 star min requirement) will be less hot in summer than current (80's typical) dwellings. Please note also the City has a new Local Planning Policy which mandates street tree planting under criteria stipulated within the policy. As such with new dwellings will come new street tree planting. This is expected to result in less of an urban heat island affect.</p> <ol style="list-style-type: none"> Noted. The City has provided proportionally higher density codes along Parkway Road as Parkway Road is classified as a 'Local Distributor' road (higher traffic) and also benefits from a high frequency bus route. Please note two story development is currently permitted under R20, similar to what is proposed under R40. The contemplation of single or double story development is at the discretion of the land owner/(s). The City's responsibility is only from an assessment perspective. Noted and agreed (in part). Please refer to dot point 3 above for details. : <ul style="list-style-type: none"> The City aims to limit the number of crossovers where possible. It is noted the objection makes mention of perceived parking issues. In this respect please note any future residential development will require on-site parking as per State Planning Policy No. 3.1 the Residential Design Codes. This requirement will be assessed under any future development application and conditioned by the City of Cockburn. Accordingly street parking issues are not a concern of the City and unlikely to be problematic for current and future residents.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<ul style="list-style-type: none"> • “Both Roy and myself are totally against high density development. We live in a very special area with larger blocks and open space. We would hate to see home owners or developers come in and change this area. As I mentioned we live in a cul de sac on a large block. At present there are six driveways which lead onto this area, so there is nowhere in the cul de sac for cars to park safely. If these larger blocks were sub divided it would be a nightmare. Also we don't have any footpaths and everyone walks on the road.” Comment from Gail & Roy Arnold. • “I am very opposed to the Bibra Lake revitalisation. It's not revitalising, it's destroying the nature of the beautiful unique suburb that we have. Bibra lake (BL) should remain R20 with some R30 only along major roads (two) Bibra Drive and Parkway Rd. We just don't have the infrastructure (e.g. shops, emergency facilities and transport) to handle a big increase in population. There are also only two ways in and out of BL making it a unique high risk area. In case of emergency we all can't get out in a hurry. Therefore we are an exception to the program and need to maintain our low R ratings.” Comment from John Tedesco. • Both Roy and myself are totally against high density development. 	<p>The comment that the street has no footpath is noted. Being a cul-de-sac with fewer properties that have access off the street, perhaps a footpath is not financially feasible. The verge however appears to be maintained and conducive to an acceptable pedestrian environment. The relatively low property numbers on the street is also a consideration with respect to the appropriateness of a footpath in this location. This will be considered further once new applications are lodged in the area. Please note SPP 3.1 mandates pedestrian considerations (amongst other planning considerations).</p> <ul style="list-style-type: none"> • It is important to note these increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report. Please refer to our website under; www.cockburn.wa.gov.au/thelakes for details. The City considers the shops, emergency facilities and transport is capable of catering for the potential increase in residential density as expected under the proposal. <p>Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the “<i>City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015</i>” which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/ details.</p> <ul style="list-style-type: none"> • Noted.
170	Western Power GPO Box L921 PERTH WA 6842	<p>SUPPORT</p> <p>We would like to reiterate our previous comments in respect to the Lakes Revitalisation Strategy as advised in correspondence dated 15 February 2016.</p> <p>I refer to your correspondence regarding the Lakes</p>	<p>Noted. The proposed increase in density codes applies to existing Residential zoned land. The proposal does not involve zoning land to Residential. As such, it is not expected that this Amendment will result in any additional issues with respect to residents building in proximity to Western Power infrastructure. As mentioned, this is because the lots are</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Revitalisation Strategy seeking Western Power's input. Following assessment of this proposal and consistent with previous advice Western Power provides the following comments:</p> <ul style="list-style-type: none"> Any development associated with an increase in density adjoining existing Western Power high voltage transmission lines shall be setback to ensure that suitable safety clearances are maintained. Please refer to Western Power's Local Planning Strategy submission to the City of Cockburn in 2015 for further context regarding asset protection. Detailed assessment will be required at the subdivision / development application stage in accordance with Western Power's standard processes to determine distribution augmentation requirements for future development. It is important as part of structure planning and scheme amendment process that the relevant agencies or proponents engage with Western Power to inform specific development requirements and potential developer contribution plans from both a distribution and transmission perspective. Any proposed development or subdivision application interfacing with network assets shall be referred to Western Power for comment. Undergrounding of distribution lines as part of future subdivision / development is required to be facilitated by the customer in accordance with the statutory planning process. 	<p>not proposed to be rezoned. Any existing property which is currently encumbered by an easement in favour of Western Power infrastructure will require compliance with the easement as per existing requirements. It is understood Western Power will have opportunity to recommend to the WAPC the inclusions of conditions regarding Western Power requirements at subdivision stage.</p>

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171	John & Annette Hughes 44 Parkway Road BIBRA LAKE WA 6163	SUPPORT (No further comment provided).	Noted.
172	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
173	Landowner (wishes for details to remain confidential)	OBJECTION I am not happy with the idea of making block sizes smaller and encouraging sub-dividing blocks in the areas of Bibra Lake that have very small and narrow streets, loops, ways, courts, etc. More residents in these areas will make traffic and parking extremely difficult. Also most of us residents have chosen this suburb because of the nice feeling that space around your home and plenty of nice gardens and vegetation gives. There is nothing worse than looking out your window into your neighbour's.	Noted. The increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report. Please refer to our website under; www.cockburn.wa.gov.au/thelakes for details. Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes . This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.
174	Landowner (wishes for details to remain confidential)	SUPPORT I support the proposed [re-coding], however feel that the [density code] should be higher in Corringale Grove so Elderberry drive is the same zoning to avoid overshadowing. I do not support the underground power proposal.	Noted. Elderberry Drive is proposed to be coded R60. Corringale Grove is proposed to be coded R40. The justification for the higher (R60) code is that Elderberry Drive benefits from a high frequency public bus service where as Corringale Grove does not. There is no 'Town Planning' justification for R60 along Corringale Grove. Please note it is unlikely that all landowners along Elderberry Drive will develop their properties in the short to long term to the maximum height available under R60. R60 residents are not obligated to build multiple dwellings. R60 owners may choose to build single storey grouped dwellings, for example. Overshadowing is an issue which is considered under the R-Codes (State Planning Policy No. 3.1). Any future assessment of an R60 dwelling will need to ensure overshadowing of the

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			R40 lots is consistent with the criteria and process as stipulated under the 'R-Codes SPP 3.1'.
175	Mr & Mrs Batten 16 Wineberry Loop SOUTH LAKE WA 6164	SUPPORT (No further comment provided).	Noted.
176	Bradley Bocking 24 Gwalia Place BIBRA LAKE WA 6163	<p>SUPPORT</p> <p>Broadly speaking, I am in favour of the proposed town planning scheme [density] changes.</p> <p>As a resident of Bibra Lake for over 28 years, I have seen the suburb develop and grow and I enjoy living in this suburb. But, like many of my neighbours I am approaching a stage in life where my children will want to leave home in the imminent future and I am looking to down-size my home.</p> <p>The housing options for both them and myself are limited if we want to continue to live in Bibra Lake. More suitable housing is only available in other suburbs. So the proposed [density] changes may allow properties in the area to be re-developed so that a wider diversity of housing accommodation can be built.</p> <p>However, I would like to comment specifically on the [density] changes affecting my property and my neighbour's property located at 24 and 26 Gwalia Place respectively.</p> <p>Our properties are located very near the intersection with Bibra Drive. Under the proposed changes, our properties will be [recoded] to R30. We would like due and careful consideration to be given to zone our properties R40, similar to that which is being proposed for properties located along much of Bibra Drive.</p> <p>The main reasons for this request are:</p> <ul style="list-style-type: none"> - The proximity to Bibra Drive for both properties. Although our properties are addressed "Gwalia Place", my neighbour's property fronts Bibra Drive entirely, and 	<p>Noted and understood. The City has taken on-board your suggestions and considers your proposed justification to be acceptable and in line with proper and orderly planning principles.</p> <p>On this basis your request has been actioned. The City has updated the Scheme Amendment Maps to change;</p> <ol style="list-style-type: none"> Lot 304 (No. 26) Gwalia Place Bibra Lake; Lot 305 (No. 24) Gwalia Place Bibra Lake; and Lot 306 (No. 22) Gwalia Place Bibra Lake <p>from a density code of 'R30' (as was previously) to 'R40'. The City Considers it appropriate to include No. 22 as well (in addition to your submission) to provide a more consistent streetscape entry from Berrigan Drive into Gwalia Place. This is shown below;</p>  <p>The revised Scheme Amendment Map proposes to provide for a consistent east/ west delineation from R40 to R30. This is in keeping with</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>my property partially.</p> <ul style="list-style-type: none"> - The intersection of Gwalia Place with Bibra Drive is an odd design. This has resulted in an enormous verge area in front of our properties. For many years this area of land has been difficult to maintain and is essentially wasted land. I estimate the combined verge area in front of my property and my neighbour's property to be approximately 400 square metres. - For the reason stated in my previous point, we believe any redevelopment to our properties in the future could be done with very little set-back restrictions on our respective properties without causing any material impact on street-scape aesthetics or traffic visibility at the intersection. - Given that both our blocks are 700 square metres each in area, we believe an R40 zoning is not an unreasonable request particularly when compared to similar properties located along Bibra Drive and if the set-back restriction was small. The R40 zoning would provide greater flexibility in redevelopment options in the future should this be something that either of us (or someone else) would want to consider. - We also believe that combined, our properties could be an attractive redevelopment option for group or town-house type dwellings if they were re-zoned as R40 instead of R30. <p>I trust you will give careful consideration to the points I have raised and the reasons for this request.</p>	your submission.
177	<p>Landowner</p> <p><i>(wishes for details to remain confidential)</i></p>	<p>OBJECTION</p> <p>Changing the R-Codes and not upgrading the infrastructure like roads, bus services, train services etc will only create more traffic jams and pollution to the relevant areas around it. Unless the Council upgrades the infrastructure, the Council shouldn't be increasing the density of a certain area.</p>	<p>Noted. The increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report. Please refer to our website under; www.cockburn.wa.gov.au/thelakes for details.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>Your concerns, as raised within submission number 177, makes mention of 'roads, bus services, train services etc'. Please note there is a significant body of work which has been prepared in relation to these points. This was done at the earlier stage of the project, the Strategy Stage. The "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes</p> <p>Identifies the following;</p> <ul style="list-style-type: none"> • Transport and Accessibility Section – see pages 38-59 • Public Transport Section – see pages 60-66 • Road and Congestion Section – see pages 67-85 <p>In regards to traffic- Road Congestion, this comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>It is considered that the above sections/ Background report responds directly to your concerns. Please review the above mentioned for your information.</p>
178	Marzia Molendi 10 Lachlan Way BIBRA LAKE WA 6163	<p>OBJECTION</p> <p>I specifically object to the proposed R80 and R60 [density codes] along Parkway Road, Bibra Lake. I feel this will increase the traffic substantially in this area. This is particularly unsuitable for a school zone. I don't think the proposed change will be adequately managed with the current road infrastructure, this is already a busy road and will not support the extra traffic, causing congestion and potentially, accidents. As Bibra Drive is the only road 'into' this area of Bibra Lake, the added traffic will add to the congestion already experienced at the intersection of Bibra Drive and Parkway Road.</p> <p>I feel strongly that this area should retain R30 and R40 [codes] only.</p>	<p>Noted. Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.</p> <p>Please note Parkway Road is located on a high frequency public bus route. On this basis the Town Planning rationale is to provide higher density along a public transport route. The R80 coding is proposed for the</p>

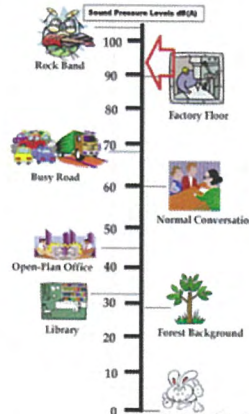
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>properties opposite the School site to provide opportunity for more people to benefit from being in proximity to the school. Likewise R60 is proposed opposite the Local Centre site (shops) at corner Annoise Road and Parkway Road. This provides more opportunity for higher densities/ more people to benefit from being in walking distance to the shops. This is considered to be an important Town Planning objective.</p> <p>The increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to the earlier stages of this proposal, the 'Lakes' Strategy and Background report. Please refer to our website under; www.cockburn.wa.gov.au/thelakes for details.</p>
179	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
180	Landowner (wishes for details to remain confidential)	OBJECTION <p>I believe the new proposed [density codes] for South Lake is too high for the layout of the suburb. There are only a few entry/exit points and access in and out of the suburb is very difficult.</p> <p>There are also quite a few cul de sacs which I don't think suit higher density. There are already issues with parking and people making access to these sorts of streets are at times quite hard.</p> <p>Part of the reason I purchased in this area was due to the fact that the density wasn't too high.</p> <p>I don't completely object to the subdivision, but I think what has been proposed is too dense for the area and is going to cause greater neighbourhood friction and traffic/access issues will only get worse.</p>	<p>Noted. Your concerns relating to traffic are specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes. This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/ details.</p> <p>In addition to the above, based on the previous Revitalisation Strategies and Scheme Amendments for Coolbellup, Hamilton Hill and Phoenix, the rate of redevelopment is relatively miniscule at 3-5%p.a.</p> <p>It is important to note also that this amendment aims to increase the residential density in a manner that counteracts urban sprawl (as a State). Urban sprawl generally results in clearing of native flora and impacts on fauna. On this basis from a broad strategic perspective the application is reflective of proper and orderly planning (and environmental) objectives.</p> <p>The increased densities are consistent with the desires of the majority of the community, as per the City's community consultation with respect to</p>

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			the earlier stages of this proposal, the 'Lakes' Strategy and Background report. Please refer to our website under; www.cockburn.wa.gov.au/thelakes for details.
181	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT <i>(No further comment provided).</i>	Noted.
182	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT I fully support the change of [density codes] as I feel it will help the area with more affordable homes.	Noted and agreed.
183	Landowner <i>(wishes for details to remain confidential)</i>	SUPPORT This proposed amendment is a good way to increase the diversity of the area by providing a wider range of housing options for potential buyers/renters. Looking at the lifestyles profile of the area, it is currently dominated by established or maturing couples and their families. However, the Lakes area is very well situated, not very far from the CBD, Fremantle and the airport, with excellent connectivity options to travel anywhere in Perth via car or public transport. That coupled with the easy access to shopping centres, recreational parks and sporting complexes (such as the new Cockburn ARC) would make it an extremely attractive area for the younger generations, if there was easier access to smaller, more affordable housing with less land. Speaking from my own experience as someone under 30, I don't much enjoy a large yard etc and would much prefer a smaller land area to maintain. I imagine this might be true for elderly people as well, who may not be as mobile as they once were. As a result, I definitely support the proposed amendment, assuming that the Council has a plan in place to deal with the increased traffic and congestion that will inevitably be seen from an increase in housing density.	Noted and agreed. This submission makes mention of traffic. In response yes, the City has considered traffic impacts. Your comment relating to traffic is specifically addressed under pages 38 to 85 of the "City of Cockburn The Lakes Revitalisation Strategy Background Report December 2015" which can be located here: www.cockburn.wa.gov.au/thelakes . This comprehensive list of recommendations and analysis identifies the likely outcome of the future development will result in minimal traffic impacts. Notwithstanding the report identifies some areas where the road network or intersections are required to be upgraded. This involves intersection upgrades, local and state funding for 'black spot' upgrades and other such improvements/details.
184	Department of Environment Regulation Locked Bag 33, Cloisters	SUPPORT As previously advised by email of 22 May 2017, DER	Noted. It is understood DER supports the use of the L _{AMAX} criteria as

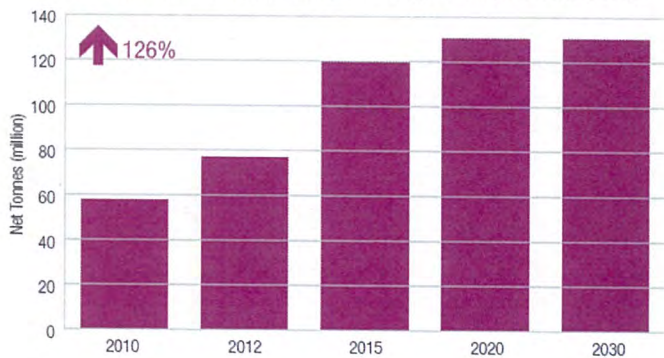
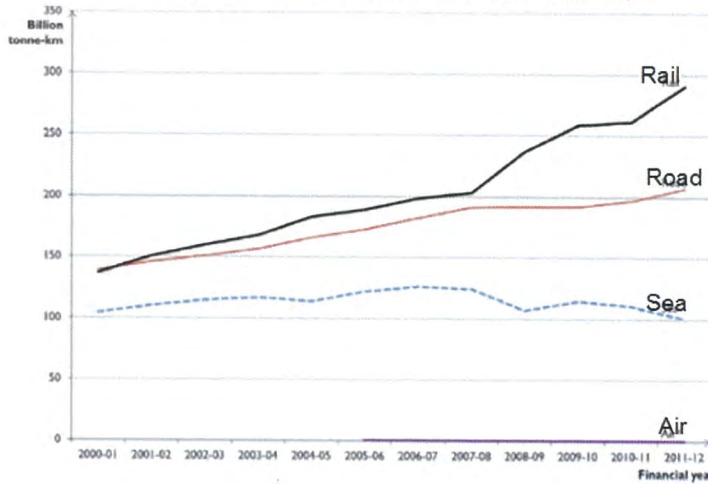
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Square PERTH WA 6850	<p>has no comment on the proposed amendment in reference to regulatory responsibilities under the <i>Environmental Protection Act 1986</i> and the <i>Contaminated Sites Act 2003</i>.</p> <p>I note that a subsequent request for technical advice was made in relation to an Acoustic Report addressing freight rail noise and vibration related to the Amendment. Comment from DER's Noise Regulation function is attached in this regard.</p> <p><u>Technical comment on 'Freight Train Noise and Vibration Assessment'</u></p> <p>The acoustic report '<i>Freight Train Noise and Vibration Assessment</i>' (the assessment) prepared by Lloyd George Acoustics for the City of Cockburn and the Public Transport Authority demonstrates that noise and vibration impact, on those noise sensitive premises without sufficient buffer distance to the railway, is significant.</p> <p>The assessment also refers to the <i>Freight and Logistics Council of WA's</i> study, which supports the use of L_{Amax} criteria for assessing the freight train noise impact and the use of three acoustic packages, being packages 'AF', 'BF' and 'CF', for residential buildings located within the Freight Rail Noise Area.</p> <p>DER Noise Regulation conducted a project on freight rail noise and vibration between 2009 and 2011. DER's study also indicated that noise and vibration from freight rail operation has a significant impact on noise sensitive premises along the rail corridor. DER experience and findings from this study indicates that the use of L_{Amax} criteria is appropriate for assessing the impact of freight train noise.</p> <p>While the findings of the <i>Freight and Logistics Council of WA's</i> study seem reasonable, DER Noise Regulation is unable to make comment on the appropriateness of specific limits and measures in the assessment due to</p>	<p>being appropriate for assessing the impact of freight train noise (which includes 'vibration'). The Acoustic report included within the Scheme Amendment Proposal uses both L_{Amax} in addition to the L_{Aeq} criteria. It is understood the World Health Organisation in the report "<i>Night Noise Guidelines for Europe</i>" promotes the use of L_{Amax} as the appropriate criteria (over L_{Aeq}) for freight rail noise and vibration. It is therefore understood the City's approach with respect to the FRNA (Special Control Area) is consistent with international best practice. It is understood there has been an advocacy for the inclusion of L_{Amax} under the previous SPP 5.4 from various stakeholders within the industry (including DER). More recently the City of Cockburn was part of the WAPC's technical working group whom was responsible for the review of SPP 5.4. The City and the majority of the TWG have advocated for SPP 5.4 to be updated to be in line with international best practice. This involves including 'Vibration' within the definition of noise.</p> <p>The WA Environmental Protection Act 1986 states, in its definition section, that "<i>noise includes vibration of any frequency, whether transmitted through air or any other physical medium</i>". There are no objective criteria under the Act for ground vibration from rail (or road) transport.</p> <p>The WA Regulations (EPNR) provides some guidance on what constitutes an acceptable level of noise, albeit for more general sources of noise. From a WA State Government guidance perspective, the EPA has previously authored guidance on vibration/ noise planning which states an acceptable standard may be developed for indoor noise levels on the basis of AS/NZS standard 2107:2000.</p> <p>Internationally, however, there is movement away from standards defining what constitutes an acceptable level of vibration, meaning individual authorities will need to prescribe objective vibration limits. The international trend is towards vibration standards which focus on methodology and subjective descriptions of possible human response, rather than objective values.</p> <p>Planning controls offer paramount opportunity to manage transportation vibration through coordinated design responses and education, which is invaluable at early contemplation stages of development. Without early planning controls, there may be a lack of foresight and guidance which could result in excessive noise and vibration (health impacts) beyond practicable control; or alternatively, large (planning) buffer distances</p>

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		the lack of detailed information.	<p>which result in reduced land use efficiency.</p> <p>The technical working group was informed by various stakeholders many of which support the inclusion of 'vibration' as a consideration which should be addressed by a future revised SPP 5.4. This included representatives from the Public Transport Authority ('PTA'), Department of Environment and Regulation ('DER'), WA Local Government Association ('WALGA') and the Freight and Logistic Council (WA) ('FLCWA'). All of whom support the inclusion of 'vibration' considerations in land use planning for noise sensitive land uses in proximity to freight railway lines.</p> <p>Section 3.5 'Vibration' of the 2009 Implementation guidelines for SPP 5.4 specifies the following;</p> <p><i>"Ground-born vibration is most commonly associated with rail transport, and at close distances can lead to a loss of amenity in noise sensitive areas, but is not specifically addressed in the Policy. Refer to the Department of Environment Regulation (DER) for specific technical guidance."</i></p> <p>Pursuant to the above extract, the DER is considered to be the leading state government industry experts with respect to vibration. The WAPC is therefore required to have due regard to the advice from DER as per the WAPCs SPP 5.4. In this instance the WAPC is obligated to permit the use of the L_{Amax} criteria (as proposed by the City of Cockburn). On this basis, any local government authorities or development personnel seeking to intensify noise sensitive develop in proximity to a freight railway line should do so in close consultation with the noise branch at the DER, the PTA, WALGA and the FLCWA. In summary, the strategic nature of this initiative has beneficial outcomes for the community at large as provided below:</p> <ol style="list-style-type: none"> 1. Greater certainty for landowners and industry; 2. Greater consistency in decision making along a portion of the freight rail network; 3. Greater protection form the unrestricted operation of rail freight corridors; 4. Greater protection of urban amenity for established and future urban communities; 5. Facilitating urban infill in a manner that balances increased residential density, providing an incentive for landowners to

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			<p>undertake redevelopment, against higher construction standards, which affords a greater level of protection for the long-term operation of freight corridors;</p> <ol style="list-style-type: none"> 6. Delivering higher standards of urban amenity for single, grouped, multiple and ancillary dwellings; 7. Achieving a greater noise reduction per dollar spent on construction (dB reduction/ \$ spent) than the SPP 5.4 architectural packages (Source: FLCWA submission on Amendment No. 118); 8. Delivering the future sustainable growth of Perth. <p>The City of Cockburn's Acoustic report/scheme amendment project utilises the treatment packages as determined from the Freight and Logistics Council study (Bulletin No. 7), those being Packages 'AF', 'BF' and 'CF, with one of the main changes requiring the use of clay roof tiles.</p> <p>The project follows the 'scientific method' and is compliant with current Australian and New Zealand industry best practice considerations including;</p> <ol style="list-style-type: none"> 1. AS 2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors; and 2. AS 2670.2:1990 Evaluation of Human Exposure to Whole Body Vibration, Part 2: Continuous and Shock Induced Vibration in Buildings (1 to 80Hz). <p>It is interesting to note the highest number of recorded trains per night (10:00pm to 6:00am) was 9 and the lowest being 6 (source Table 4.1 of the Acoustic report). The highest night time noise was recorded at an astonishing 94.6dB and the lowest at 82.4dB (source Table 4.2 of the Acoustic report). This equates to the 'painful' noise level of somewhere between a 'Factory Floor' and a 'Rock Band' as identified below (see red arrow).</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION																														
			<div><div><div>Typical Noise Levels in dB</div><div>Source: Freight Train Noise & Vibration Assessment Bibra Lake and South Lake (L) and SPP 5.4 Guidelines (R)</div><div></div></div><div><table><tr><td rowspan="3">Painful</td><td>120</td><td>Jet aircraft takeoff at runway edge</td></tr><tr><td>110</td><td>Rock concert</td></tr><tr><td>100</td><td>225mm angle grinder at 1 metre</td></tr><tr><td rowspan="4">Noisy</td><td>90</td><td>Heavy industrial factory interior</td></tr><tr><td>80</td><td>Shouting at 1 metre</td></tr><tr><td>70</td><td>Freeway at 20 metres</td></tr><tr><td>60</td><td>Normal conversation at 1 metre</td></tr><tr><td rowspan="3">Quiet</td><td>50</td><td>Night time Outdoor Noise Target</td></tr><tr><td>40</td><td>Office airconditioning</td></tr><tr><td>30</td><td>Typical bedroom design target</td></tr><tr><td rowspan="3">Very quiet</td><td>20</td><td>Whisper, rural bedroom at night</td></tr><tr><td>10</td><td>Human breathing at 3 metres</td></tr><tr><td>0</td><td>Threshold of typical hearing</td></tr></table></div></div> <div><p>Based on the above site measurements, it is no surprise; local residents currently living within approximately 300m of the freight railway line are generally supportive of this innovative approach. The WAPC and the Hon. Minister for Planning should be made strongly aware of this Acoustic study and informed of the importance of the results in protecting residential amenity.</p></div>	Painful	120	Jet aircraft takeoff at runway edge	110	Rock concert	100	225mm angle grinder at 1 metre	Noisy	90	Heavy industrial factory interior	80	Shouting at 1 metre	70	Freeway at 20 metres	60	Normal conversation at 1 metre	Quiet	50	Night time Outdoor Noise Target	40	Office airconditioning	30	Typical bedroom design target	Very quiet	20	Whisper, rural bedroom at night	10	Human breathing at 3 metres	0	Threshold of typical hearing
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			<p>Consequences of sleep deprivation by type and term Source: World Health Organisation (Europe) 'Night Noise Guidelines for Europe'</p> <table><tr><th>Type</th><th>Short-term</th><th>Long-term</th></tr><tr><td>Behavioural</td><td>Sleepiness Mood changes Irritability and nervousness</td><td>Depression/mania Violence</td></tr><tr><td>Cognitive</td><td>Impairment of function</td><td>Difficulty in learning new skills Short-term memory problems Difficulty with complex tasks Slow reaction time</td></tr><tr><td>Neurological</td><td>Mild and quickly reversible effects</td><td>Cerebellar ataxia, nystagmus, tremor, ptosis, slurred speech, increased reflexes, increased sensitivity to pain</td></tr><tr><td>Biochemical</td><td>Increased metabolic rate Increased thyroid activity Insulin resistance</td><td>Decreased weight despite increased caloric intake (in animals) Diabetes, obesity (in humans)</td></tr><tr><td>Others</td><td>Hypothermia Immune function impairment</td><td>Susceptibility to viral illness</td></tr></table> <p>Policy interventions, and the notion of 'health impacts', are therefore necessary considerations to ensure the wellbeing of the community. This opportunity is inherently supported in principle by the WA Planning framework under Clauses 69 and 27 of the Planning and Development Act 2005.</p>	Type	Short-term	Long-term	Behavioural	Sleepiness Mood changes Irritability and nervousness	Depression/mania Violence	Cognitive	Impairment of function	Difficulty in learning new skills Short-term memory problems Difficulty with complex tasks Slow reaction time	Neurological	Mild and quickly reversible effects	Cerebellar ataxia, nystagmus, tremor, ptosis, slurred speech, increased reflexes, increased sensitivity to pain	Biochemical	Increased metabolic rate Increased thyroid activity Insulin resistance	Decreased weight despite increased caloric intake (in animals) Diabetes, obesity (in humans)	Others	Hypothermia Immune function impairment	Susceptibility to viral illness
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Others	Hypothermia Immune function impairment	Susceptibility to viral illness																			
185	Fremantle Ports PO Box 95 FREMANTLE WA 6959	<p>SUPPORT</p> <p>Thank you for inviting our comment on Scheme Amendment 118. Fremantle Ports' supports the amendment which, critically, seeks to recognise and balance the needs of a range of uses, most pertinently</p>	<p>Noted. Thank you for your support for the FRNA Special Control Area. It is appreciated that Fremantle ports considers that the Acoustic report for Rail noise and vibration 'critically' seeks to recognise and balance the needs of a range of uses most pertinently the movement of freight on rail</p>																		

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		<p>the movement of freight on rail together with population and dwelling growth.</p> <p>Our interest in this amendment is obtaining a good planning outcome around the freight rail line that traverses the site. This is the only freight rail link to the Fremantle Inner Harbour. Its ability to operate unimpeded is essential for the Port of Fremantle and more widely the Perth and wider regions of Western Australia.</p> <p>The operations of the Inner Harbour make a significant contribution to the State economy. It is vital that these port facilities are able to operate at their optimal capacity; the intention is to grow the role of freight rail transport.</p> <p>The development of the Freight Rail Noise Area Special Control Area is considered a positive initiative to put in place the statutory mechanism to achieve better planning outcomes around the freight rail line. Importantly the amendment has proactively sought to go beyond the minimum standards of Western Australian Planning Commission State Planning Policy 5.4, for example with regard to noise measurements. This approach by the City of Cockburn is supported.</p> <p>The development of this Special Control Area by the City of Cockburn has the potential to serve as a model for use by other local governments across Western Australia.</p> <p>Fremantle Ports would like to work with the City of Cockburn to ensure that the future use of the freight rail line and the needs of other stakeholders are well planned.</p>	<p>together with population and dwelling growth.</p> <p>It is understood the freight rail line which dissects the scheme amendment area “is the only freight rail link to the Fremantle Inner Harbour”.</p> <div><p>Net Freight Tonnes Transported By Brookfield Rail (2010-2030)</p><p>Source: Western Australian Regional Freight Transport Network Plan</p><table><caption>Net Freight Tonnes Transported By Brookfield Rail (2010-2030)</caption><thead><tr><th>Year</th><th>Net Tonnes (million)</th></tr></thead><tbody><tr><td>2010</td><td>60</td></tr><tr><td>2012</td><td>80</td></tr><tr><td>2015</td><td>120</td></tr><tr><td>2020</td><td>130</td></tr><tr><td>2030</td><td>130</td></tr></tbody></table></div> <div><p>Estimated Australian freight volumes by transport mode</p><p>Source: Australian Government Department of Infrastructure and Regional Development (Bureau of Infrastructure, Transport and Regional Economics).</p><table><caption>Estimated Australian freight volumes by transport mode (Billion tonne-km)</caption><thead><tr><th>Financial year</th><th>Rail</th><th>Road</th><th>Sea</th><th>Air</th></tr></thead><tbody><tr><td>2009-10</td><td>140</td><td>140</td><td>100</td><td>0</td></tr><tr><td>2010-11</td><td>160</td><td>160</td><td>100</td><td>0</td></tr><tr><td>2011-12</td><td>280</td><td>200</td><td>100</td><td>0</td></tr></tbody></table></div> <p>Consistent with the above images, it is further understood the Western</p>	Year	Net Tonnes (million)	2010	60	2012	80	2015	120	2020	130	2030	130	Financial year	Rail	Road	Sea	Air	2009-10	140	140	100	0	2010-11	160	160	100	0	2011-12	280	200	100	0
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			<p>Australian State Government sees a growing role for freight rail in providing a viable alternative to road transport for suitable freight tasks in strategic corridors. WA rail activity has the potential to increase by up to 126 per cent in the future.</p> <p>The day-to-day functioning of WA's economy is highly dependent on the effectiveness of the freight transport network.</p> <p>The WA State-owned freight rail network is privately operated by Brookfield Rail under a lease that is in force until 2049. Brookfield Rail operates the network as an open-access, multi-user network. This operation practice differs from other regions in Australia and the world. This practice can result in further noise-sensitive land-use-planning complexities in the sphere of WA legislative and operational controls.</p> <p>The location of freight corridors, centres and the manner in which goods move between them can have a significant impact on the amenity and health of local communities. Freight moves long distances through various localities in response to distant economic demands. Freight movement can thus create local impacts without immediate and apparent local benefits.</p> <p>There is plenty of evidence (World Health Organisation 2009) that sleep is a biological necessity, and disturbed sleep is associated with a number of health problems, particularly with children. It is agreed good governance requires the dual consideration of infill development with protection of residential amenity (as considered appropriate by International best practice).</p> <p>Fremantle Ports Submission specifies;</p> <p><i>"Importantly the amendment has proactively sought to go beyond the minimum standards of Western Australian Planning Commission State Planning Policy 5.4, for example with regard to noise measurements. This approach by the City of Cockburn is supported."</i></p> <p>This is acknowledged and supported. It is noted under Supreme Court Rule [2009] WASC 196;</p> <ul style="list-style-type: none"> • <i>"The existence of State Planning Policy ('SPP') is not intended to replace the discretion of the Commission (or planning</i>

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			<p><i>decision makers) in the sense that it is to be inflexibly applied regardless of the merits of the particular case before it."</i></p> <ul style="list-style-type: none"> <i>"It must be accepted, as counsel for the Minister submitted, that Ministerial policy is not to be construed and applied with the nicety of a statute. "Policies are not statutory instruments". They prescribe guidelines in general, and not always very precise, language. To apply them with statutory nicety is to misunderstand their function."</i> <p>With respect, In line with the above, Local Governments could seek to include the issue of vibration under a SCA or a LDP should they seek to do so. Consistent with the Act, the above mentioned Supreme Court Ruling and Proper and Orderly Planning. Vibration should be appropriately addressed by draft SP 5.4.</p> <p>Finally, the City is humbled by the suggestion that;</p> <p><i>"The development of this Special Control Area has the potential to serve as a model for use by other local governments across Western Australia."</i></p> <p>It is agreed. The FLCWA, PTA, DER and WALGA all appear to agree. This joint effort will hopefully result in an amendment to the SPP 5.4 as advocated for by the Technical Working Group responsible for the review of SPP 5.4.</p>
186	Bush Forever Locked Bag 2506 PERTH WA 6001	<p>NO COMMENT</p> <p>Please be advised that the Policy Team will not on this occasion provide a formal submission on the proposed amendment as it does not involve Bush Forever sites. The Department of Planning's Schemes Team will continue to consult with the City regarding the proposed amendment</p>	Noted.
187	Landowner (wishes for details to remain confidential)	<p>SUPPORT</p> <p>(No further comment provided).</p>	Noted.

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188	Landowner (wishes for details to remain confidential)	OBJECTION (No further comment provided).	Noted. As no details were provided in relation to the reasons for the objection the City of Cockburn Council is unable to provide a detailed response to submission number 188.
189	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
190	Landowner (wishes for details to remain confidential)	SUPPORT (No further comment provided).	Noted.
191	Department of Housing 99 Plain Street PERTH WA 6983	SUPPORT In general, the Housing Authority supports [recoding] in areas well serviced by public transport and in close proximity to services and amenities, which allows for increased densities and appropriate infill development. The Amendment presents great opportunity to deliver affordable housing options in the suburbs of Bibra Lake, North Lake and South Lake. The increased development potential will also attract redevelopment and refurbishment within the suburbs resulting in the diversification of residential lot sizes and housing product. The Housing Authority is supportive of the Lakes Revitalisation Strategy recommendations and therefore their implementation through the Amendment.	Noted and agreed.
192	Western Australian Local Government Association PO Box 1544 West Perth WA 6872	SUPPORT On behalf of the Association, I would like to thank you for drawing to the attention of the Association the City's proposed scheme amendment. Whilst the Association has a policy of not providing comments on scheme amendments, given the unique nature of the scheme amendment and the City's attempt to embed the	Noted. Clause 67 of Schedule 2, Part 9 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (to which WALGA refers in Submission No. 192) states under clause (r) as follows; "the suitability of the land for the development taking into account the possible risk to <u>human health or safety</u> ;"

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		<p>provisions of SPP5.4 within its planning policy framework, the Association is able to provide the following officer feedback on the approach taken by the City.</p> <p>The proposed approach that the City is seeking to adopt concerning the management of the impact of the freight rail line is considered to be consistent with the objectives of SPP5.4 which aims to 'protect people from unreasonable levels of transport noise' and 'protect major transport corridors and freight operations from incompatible urban encroachment'. Further, although SPP5.4 is silent on the issue of vibration, the deemed provisions of the <i>Local Planning Scheme Regulations</i> (cl.67) requires Local Government to have due regard to "the suitability of the land for the development taking into account the possible risk to human health or safety". In having this 'due regard', as the Freight Train Noise & Vibration Assessment report identifies both noise and vibration as an issue and also identifies appropriate treatment packages to address this risk to human health, it is considered incumbent on the City to act accordingly. As such, the City's proposed application of special control areas, is consistent with SPP5.4 which identifies the use of special control areas as an appropriate mechanism for managing rail freight interface issues. In addition, it is also important to recognise the flexibility of the City's proposed approach which allows proponents to seek their own technical assessments should they dispute the findings of the Freight Train Noise & Vibration Assessment.</p> <p>In conclusion, having reviewed the existing legislative framework, the proposed amendment by the City of Cockburn appears to be an appropriate response.</p>	<p>It is noted this section of the Regulations applies to "Procedure for dealing with applications for development approval" sub titled under Cl. 67 "Matters to be considered by local government".</p> <p>The regulations specifies under this Clause 67;</p> <p><i>"In considering an application for development approval the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application — "</i></p> <p>The City agrees with WALGA in relation to the above. Any future development application should consider the above extracts from the regulations. In addition, in support of WALGA's advice, it is noted Policy interventions, and the notion of 'health impacts' are therefore necessary 'Planning' considerations to ensure the wellbeing of the community. This opportunity is inherently supported in principle by the Planning and Development Act 2005 (in addition to the Regulations) under Clauses 69 (General Objectives of local planning scheme) and 27 (Matters to which Commission is to have regard).</p> <p>Clause 69 (1) A local planning scheme may be made under this Act with respect to any land –</p> <p>(a) <i>With the general objects of making suitable provision for the <u>improvement</u>, development and use of <u>land</u> in the local planning scheme area.</i></p> <p>Clause 27 Matters to which Commission is to have regard – In the preparation of a State Planning Policy the Commission is to have regard to –</p> <p>(e) <u>amenity</u>, design and environment</p> <p>Consistent with the advice of WALGA, in relation to human health; it is agreed, the provisions within the proposed Scheme Amendment (in relation to vibration and rail noise) are in accordance with the above mentioned objectives of the Planning Act and the Planning Regulations.</p> <p>It is agreed also that "noise and vibration are issues which require appropriate treatment packages to address risk to human health, it is considered incumbent on the City to act accordingly".</p>

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193	Freight and Logistics Council of Western Australia ('FLCWA') 1 Essex Street FREMANTLE WA 6160	<p>STRONG SUPPORT</p> <p>The Freight and Logistics Council of Western Australia (the Council) comprises senior decision-makers from both industry and Government and was established to provide independent policy advice to the State Minister for Transport on developments impacting the delivery of freight and logistics services throughout Western Australia.</p> <p>Consistent with the Council's charter, this response is made on behalf of its industry members. In that regard, the Council appreciates the opportunity to comment on the City of Cockburn's (the City) Local Planning Scheme No. 3 Amendment No. 118 (Amendment 118) and Draft Local Planning Policy 1.17 – Freight Rail Noise Area (LPP 1.17) and wishes to outline its strong support for both proposals.</p> <p>a) Summary of Support</p> <p>In recent years the Council has undertaken detailed research into the nature and characteristics of freight rail noise to inform the Council's position on how the land use planning framework, particularly State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4), can deliver better outcomes for the protection and operation of key freight transport corridors and the urban amenity of neighbouring areas.</p> <p>Amendment 118, LPP 1.17 and the associated studies prepared by Lloyd George Acoustics for the City significantly advance, and complement, the recent work of the Council (with support from Lloyd George Acoustics, SITE planning + design and Responsive Environments) and builds on the established evidence base demonstrating that SPP 5.4 is failing to deliver on its primary objectives in relation to freight rail operations, which aim to:</p> <ul style="list-style-type: none"> • "protect people from unreasonable levels of 	<p>The Comments provided by the Freight and Logistics Council of WA are supported by the City of Cockburn. Thank you for your support and detailed analysis of the; Acoustic report, associated Scheme text and draft proposed Local Planning Policy No. 1.17.</p> <p>It is noted your submission makes mention of the "advancement and compliment to the recent works of the FLCWA". The City's proposed approach is reflective (in part) of the FLCWA's Planning Bulletin No. 7.</p> <p>It is noted your submission acknowledges the mutually agreed approach <i>"builds on the established evidence base demonstration that SPP 5.4 (current version as at August 2017) is failing to deliver on its primary objectives. These relate to protecting people from unreasonable levels of transport noise, encouraging best practice design and facilitating the development and operation of an efficient freight network."</i></p> <p>The City's proposal involves a Special Control Area. It is acknowledged the FLCWA is in support of this approach as a balanced approach to achieving urban infill targets. This approach mandates the requirement of Planning approval for the majority of the Residential development types (including within Brownfield areas). This will aim to ensure the acoustic treatment packages and notifications on title will be implemented under the Planning Act.</p> <p>It is appreciated that the FLCWA commends the City for achieving a balanced approach to achieving urban infill targets. It is understood from an international best practice standing point and that the scientific method encourages a detailed site specific study. The acoustic report is considered to be comprehensive and robust in this regard.</p> <p>It is agreed the approach taken by the City allows for greater certainty for landowners and industry; greater consistency in decision making along a portion of the freight rail network; greater protection for the unrestricted operation of road and rail freight corridors; greater protection of urban amenity for established and future urban communities; facilitating urban infill in a manner that balances increased residential density.</p> <p>The City encourages the FLCWA to engage with other local governments along the metropolitan freight rail network to promote the City's proposed</p>

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		<p><i>transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;</i></p> <ul style="list-style-type: none"> <i>protect major transport corridors and freight operations from incompatible urban encroachment;</i> <i>encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals;</i> <i>facilitate the development and operation of an efficient freight network..."</i> <p>While the Council's recent focus has been on freight rail noise rather than road noise or road/rail vibration, it strongly supports the proposed changes to the City's statutory planning framework to afford greater protection to the unrestricted operation of road and rail freight routes and the amenity of neighbouring urban areas.</p> <p>The Council is particularly supportive of the proposed Special Control Area, which, inter alia, triggers the requirement for planning approval to be granted for both single and ancillary dwellings. Single and ancillary dwellings are currently, and generally, exempt from the requirement to obtain planning approval where the proposed development is consistent with the requirements of the Residential Design Codes.</p> <p>These exemptions limit the effective implementation of SPP 5.4, particularly in brownfields areas such as those affected by Amendment 118 and LPP 1.17, where local government does not have a statutory trigger to assess the proposed development against the provisions of SPP 5.4 and impose appropriate conditions, such as:</p> <ul style="list-style-type: none"> notifications on the title of lots advising prospective purchasers that the land is affected 	<p>planning framework outlined in Amendment 118. This position is supported.</p> <p>It is agreed that the FLCWA should continue to advocate for strategic and statutory planning frameworks that acknowledge the economic importance of the freight supply chain, the forecast growth in the freight task and their effective implementation.</p> <p>It is noted, as mentioned by the FLCWA that freight rail operations:</p> <ul style="list-style-type: none"> have a unique noise profile, when compared to passenger rail and road noise; have other off-site impacts, including vibration; are likely to experience increased movements (particularly at night) as the State Government continues to encourage freight rail as an alternative to congested road networks; have long-standing and fixed corridors that cannot be moved without prohibitive and unacceptable costs to the public purse; have irregular, and in some cases, infrequent movements; and make a substantial and significant contribution in economic terms. <p>It is noted the FLCWA's research concluded that the current SPP 5.4 policy is inadequate in predicting the level of disturbance associated with freight rail operations and therefore its use has resulted in urban encroachment on freight rail corridors to the detriment of both residential amenity (in the short to long term) and freight efficiency and productivity (in the medium to long term). It is understood Bulletin No. 7 looks specifically at how freight rail noise is different in nature and character to road and passenger rail noise and why a clear understanding of freight rail noise is important for effective land use planning along rail freight corridors.</p> <p>It is understood by the City of Cockburn Council that subsequent to the publication of Bulletin No. 7, the FLCWA undertook further research to investigate the cost implications of the alternative treatment packages for residential development outlined in the Bulletin. The research</p>

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		<p>by freight road and/or rail noise;</p> <ul style="list-style-type: none"> the implementation of quiet house design principles; and/or the implementation of architectural packages during building design and/or construction. <p>The Council commends the City for the investment in detailed acoustic and vibration studies to support and inform Amendment 118 and LPP 1.17 and for the balanced approach to achieving urban infill targets, higher standards of urban amenity and freight transport corridor protection.</p> <p>The Council is encouraged by the strategic nature of the initiative proposed by the City, and the beneficial outcomes that it will deliver for both the community and the freight and logistics industry, including, but not limited to:</p> <ul style="list-style-type: none"> greater certainty for landowners and industry; greater consistency in decision making along a portion of the freight rail network; greater protection for the unrestricted operation of road and rail freight corridors; greater protection of urban amenity for established and future urban communities; facilitating urban infill in a manner that balances increased residential density, providing an incentive for landowners to undertake redevelopment, against higher construction standards, which affords a greater level of protection for the long-term operation of freight corridors; and 	<p>demonstrated that while the alternative architectural packages increase the dwelling construction cost, in most but not all, instances, they achieve a greater noise reduction per dollar spent on construction (dB reduction/\$ spent) than the SPP 5.4 architectural packages.</p> <p>It is noted the recent "Perth and Peel Transport Plan for 3.5 Million People and Beyond" highlights the importance of the protection of freight transport corridors, stating:</p> <p><i>"As the city grows, it will become increasingly important for our economy to protect our freight network so that goods can continue to move easily to and from the port, around the city, to regional areas and interstate.</i></p> <p><i>By mid-century there is expected to be a fourfold increase in international containers and there will need to be significant expansion of the freight network to accommodate this growth."</i></p> <p>It is agreed the that both Government and industry need to work together to ensuring that this information is modelled elsewhere (as the City of Cockburn has done), agreed and made readily available.</p>

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		<ul style="list-style-type: none"> delivering higher standards of urban amenity for single and ancillary dwellings. <p>The Council intends to engage with other local governments along the metropolitan freight rail network to promote the City's proposed planning framework outlined in Amendment 118 and LPP 1.17 and seek support, as appropriate, to initiate amendments to other local planning schemes encompassing similar controls.</p> <p>b) Background</p> <p>Protecting Community Amenity and Freight Efficiency and Productivity</p> <p>As population growth, urban consolidation and housing affordability (among other factors) continue to drive the form of our cities and towns. The growth and productivity of the country's national, state and local freight supply chains is under threat and facing pressure not seen before in Australia.</p> <p>Strategic economic infrastructure, such as sea ports, airports, intermodal terminals, freight road and rail networks that were historically remote from urban communities, are now at their heart. This results in land use conflicts that threaten urban amenity and the country's national competitiveness.</p> <p>As the Perth metropolitan region continues to grow, with a clear State Government mandate for urban consolidation and transit orientated development, urban encroachment on freight transport corridors and hubs has become a priority concern for the Council.</p> <p>In that respect, operations on the metropolitan road and rail freight networks have the potential to impact severely on the amenity of the community adjacent to them.</p> <p>The Council continues to advocate for strategic and statutory planning frameworks that acknowledge the</p>	

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		<p>economic importance of the freight supply chain, the forecast growth in the freight task and their effective implementation.</p> <p>Freight Rail Network</p> <p>Freight rail networks are an essential and invaluable component of the freight and logistics network and, in turn, of the Western Australian economy. The State's freight rail network:</p> <ul style="list-style-type: none"> • connects WA to the east coast and carries the majority of consumer goods found on WA supermarket shelves; • carries primary resources from major extraction projects in regional areas to sea and rail ports across the State, ensuring access to national and global markets; • carries agricultural produce from regional areas to sea and rail intermodal facilities across the State, ensuring access to national and global markets; and • carries containerised freight to and from intermodal rail terminals and Fremantle Inner Harbour, reducing container road freight by 16.5 per cent (with a State Government target of 30 per cent), thereby containing congestion on the metropolitan road network and impacts for established urban communities. It should be noted that the Fremantle Port rail service currently carries over 100,000 TEU per annum, which results in the removal of 13 kilometres of trucks from the road network each day. <p>The value of the role and functions of the freight rail network, as summarised above, cannot be underestimated.</p>	

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		<p>The Council equally supports the protection of road and freight rail transport corridors. However, its particular interest in the protection of the freight rail network stems from Council research demonstrating that the current SPP 5.4 is inadequate in predicting the level of disturbance that results from freight rail operations. The result has been, and will continue to be under the present policy, urban encroachment on freight rail corridors to the detriment of both residential amenity (in the short term) and freight efficiency (in the medium to long term).</p> <p>It should be noted that freight rail operations:</p> <ul style="list-style-type: none"> • have a unique noise profile, when compared to passenger rail and road noise; • have other off-site impacts, including vibration; • are likely to experience increased movements (particularly at night) as the State Government continues to encourage freight rail as an alternative to congested road networks; • have long-standing and fixed corridors that cannot be moved without prohibitive and unacceptable costs to the public purse; • have irregular, and in some cases, infrequent movements; and • make a substantial and significant contribution in economic terms. <p>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4)</p> <p>In 2015, the Council initiated research to establish an evidence base to inform its position on the review of</p>	

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		<p>SPP 5.4 and, more generally, to support comments made for or against land use and transport planning proposals released for public comment. The results of the research led to the preparation of the Council's FLCWA Bulletin No. 7 – Freight Rail Noise Policy and Practice. (A copy of the document is attached for your consideration.)</p> <p>Bulletin No. 7 looks specifically at how freight rail noise is different in nature and character to road and passenger rail noise and why a clear understanding of freight rail noise is important for effective land use planning along rail freight corridors.</p> <p>The research concluded that the current SPP 5.4 policy is inadequate in predicting the level of disturbance associated with freight rail operations and therefore its use has resulted in urban encroachment on freight rail corridors to the detriment of both residential amenity (in the short to long term) and freight efficiency and productivity (in the medium to long term).</p> <p>The research also provided additional technical standards on the distinctive characteristics of freight rail noise to more fully inform land use planning decisions and architectural treatment packages for residential development along freight rail lines to maintain an adequate level of amenity within adjacent residential and other noise sensitive buildings.</p> <p>Subsequent to the publication of Bulletin No. 7, the Council undertook further research to investigate the cost implications of the alternative treatment packages for residential development outlined in the Bulletin. The research demonstrated that while the alternative architectural packages increase the dwelling construction cost, in most but not all, instances, they achieve a greater noise reduction per dollar spent on construction (dB reduction/\$ spent) than the SPP 5.4 architectural packages</p> <p>The results of the research were provided to the</p>	

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		<p>Department of Planning to assist its review of SPP 5.4 and implementation guidelines.</p> <p>It is not clear at the present time as to the status of the review or the timeline for the release of the draft policy and implementation guidelines for public comment. Notwithstanding this uncertainty, the Council is keen to work with the City to ensure the proposed planning framework outlined in Amendment 118 and LPP 1.17 affords an appropriate level of protection for residential amenity and freight efficiency.</p> <p>While the Cockburn Coast District Structure Plan (DSP) and Robb Jetty Local Structure Plan outline an alternative approach to road and rail freight noise management, the Council considers that the approach outlined in Amendment 118 and LPP 1.17 is more robust, will result in more effective implementation and in turn will deliver greater outcomes.</p> <p>c) Noise and Vibration Monitoring and Modelling</p> <p>While the Council will continue to seek changes to SPP 5.4 and the implementation guidelines for the protection of residential amenity and freight rail infrastructure, it acknowledges that the effective and consistent implementation of SPP 5.4 can be limited by:</p> <ul style="list-style-type: none"> • the technical and complex nature of acoustic and vibration modelling; • the absence of a clear and agreed understanding of the forecast growth of freight movements through freight precincts and along freight corridors, and the availability of that information to inform acoustic and vibration assessments; • the availability of expertise and capability within land use planning and transport decision-making 	

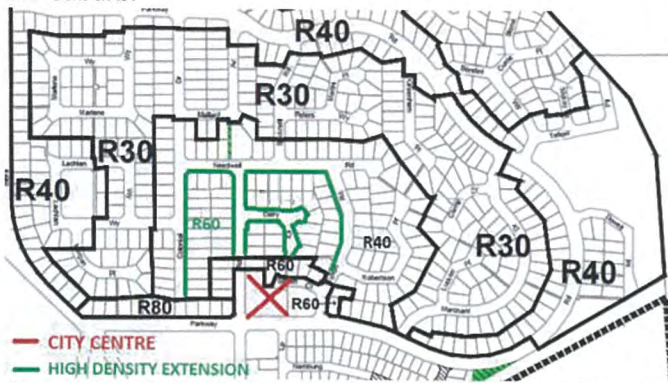
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		<p>authorities to interrogate and interpret acoustic and vibration assessments; and</p> <ul style="list-style-type: none"> land use planning and transport decision-making authorities trying to balance often competing objectives. <p>In light of these limitations, the Council urges the City to give careful consideration to the information used to inform noise and vibration monitoring and modelling and to review the current and forecast freight rail movements and subsequently the need to review and/or update the acoustic report and the deemed to satisfy criteria referenced in Amendment 118 and LPP 1.17.</p> <p>Growth in freight movements and activities are dynamic, responding to local, national and global market changes and demands placed on the transport industry. They are also significantly impacted by the movement of seasonal commodities such as grain.</p> <p>The recent "Perth and Peel Transport Plan for 3.5 Million People and Beyond" highlights the importance of the protection of freight transport corridors, stating:</p> <p><i>"As the city grows, it will become increasingly important for our economy to protect our freight network so that goods can continue to move easily to and from the port, around the city, to regional areas and interstate.</i></p> <p><i>By mid-century there is expected to be a fourfold increase in international containers and there will need to be significant expansion of the freight network to accommodate this growth."</i></p> <p>The document also outlines the future development of three new intermodal terminals at Kewdale, Latitude 32 and Bullsbrook and the duplication of the freight rail lines at Forrestfield/Kewdale. These investments in freight rail infrastructure and the subsequent growth in freight rail</p>	

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		<p>movements on the Freight Rail Main Line through Bibra Lake and South Lake strengthen the necessity for acoustic and vibration assessments being informed by accurate data on the current and forecast growth in rail movements.</p> <p>The forecast growth in freight task and associated movements again highlights the shortcomings of SPP 5.4 and the default criteria relating to freight rail noise modelling of one train per hour. Portions of the metropolitan freight rail network are currently carrying greater freight rail movements than an average of 1 train per hour, and in some locations sections of the network are carrying up to 3 trains per hour (averaged across a week, based on movements during March 2017).</p> <p>The key to the effective implementation of SPP 5.4 and local planning frameworks established by Local Government in relation to freight rail noise is an understanding of the current and forecast freight task and movements on the freight rail network. In this regard the Council acknowledges that both Government and industry need to work together to ensuring that this information is modelled, agreed and made readily available.</p> <p>d) Conclusion</p> <p>The Council appreciates the opportunity to comment on the City of Cockburn's Local Planning Scheme No. 3 Amendment No. 118 and Local Planning Policy 1.17 Freight Rail Noise Area and is encouraged by the work of the City, together with the Public Transport Authority and Lloyd George Acoustics, to further the work of the Council on freight rail noise and propose a statutory planning framework that aims to achieve a balanced approach to achieving urban infill targets, higher standards of urban amenity and freight transport corridor protection.</p> <p>The Council strongly supports the proposed implementation of a Special Control Area to trigger the</p>	





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		<p>requirement for planning approval for single and ancillary dwellings and the provision of deemed to satisfy standards, which work towards more effective implementation of SPP 5.4. Therefore the Council encourages the WAPC and the Minister for Planning to support the amendment proposed by the City.</p> <p>The Council sees value in the strategic and balanced approach proposed by the City, and the beneficial outcomes that it will deliver for both the community and the freight and logistics industry, including, but not limited to:</p> <ul style="list-style-type: none"> • certainty for landowners and industry; • consistency in decision making along a portion of the freight rail network; • protection for the unrestricted operation of road and rail freight corridors; • protection of urban amenity for established and future urban communities; • facilitating urban infill in a manner that balances increased residential density, providing an incentive for landowners to undertake redevelopment, against higher construction standards, which affords a greater level of protection for the long-term operation of freight corridors; and • delivering higher standards of urban amenity for single and ancillary dwellings. <p>To achieve effective implementation of Amendment 118 and Local Planning Policy 1.17, following assessment and adoption by the WAPC and the Minister for Planning, the Council encourages the City to undertake:</p> <ul style="list-style-type: none"> • regular reviews of the current and forecast freight rail movements and subsequently the 	


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		<p>need to review and/or update the acoustic report and the deemed to satisfy criteria referred to in Amendment 118 and LPP 1.17;</p> <ul style="list-style-type: none"> ongoing education and training of the City's professional staff, responsible for the assessment of development applications and/or site specific acoustic and vibration assessments; and regular assessment of the outcomes achieved by Amendment 118 and LPP 1.17, including external/internal noise monitoring by a suitable qualified acoustic consultant to evaluate the outcomes achieved against those proposed prior to construction. <p>The Council intends to engage with other local governments along the metropolitan freight rail network to promote the proposed planning framework outlined in Amendment 118 and LPP 1.17 and seek support, as appropriate, to initiate amendments to their local planning schemes to introduce similar controls. The Council would welcome the opportunity to collaborate with the City on this initiative.</p> <p>The Council would also be pleased to meet with the City to elaborate on the points made here or on any other suggestions that would add to the achievement of a sustainable balance between the needs of the freight rail lines and neighbouring communities.</p>	
194	Richard Ingram 5 Greenham Place BIBRA LAKE WA 6163	<p>SUPPORT</p> <p>Lakes Revitalisation Strategy Scheme Amendment No. 118 appears to be a step forward for the region and as a local Bibra Lake East resident; I support its implementation. Detailed below, I will outline the opportunities I personally envisage, pertaining specifically to Bibra Lake East; an area I am specifically</p>	<p>Noted. Is understood this submission suggests that there is capacity for the R60 recoding (higher density) to be expanded. This suggestion is considered to be (in theory) an appropriate Planning outcome. Notwithstanding the proposed densities are reflective of the Communities appetite for change as a result of the previous community consultation undertaken at the 'Lakes Revitalisation Strategy' Stage. Therefore the</p>

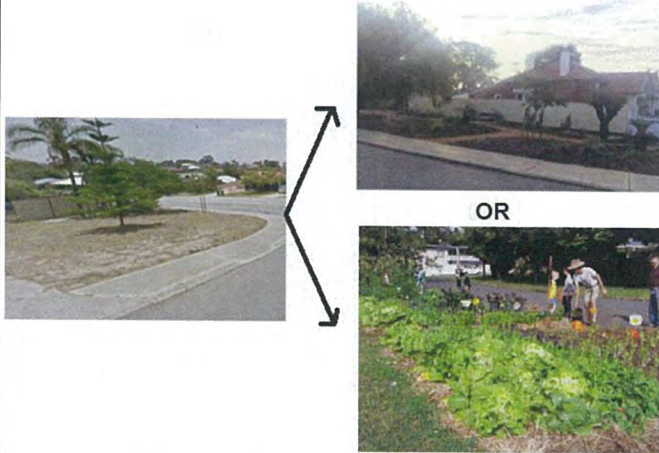
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION																												
		<p>acquainted with.</p> <p>The current planning and zoning (predominantly R20) of Bibra Lake East has decidedly brought about rather low population densities as seen in <i>table 1</i>. This has resulted in a suburb rife with separate dwellings sitting on lots of 700-750m2 (City of Cockburn, 2015), outlined in <i>table 2</i>. This brings about concerns pertaining to appropriate land use as the suburb appears more akin to the planning strategies at the time of its conception (Stephenson-Hepburn report and the Metropolitan Region Scheme) that emphasized the cultural aspiration of Australians to reside in low density housing within the suburban setting (Brown, 2008). Times have changed and the rapid suburban sprawl has created a situation whereby population growth must be compensated by urban infill (dictated in more recent planning policies) for a variety of social, economic and environmental reasons. It is thus an exceptionally positive step forward in land use and dwelling density offered by the City, particularly given aging housing stock (City of Cockburn, 2015).</p> <p><i>Table 1. Population density between localities 2011.</i></p> <table><tr><th>Density</th><th>Bibra Lake (East)</th></tr><tr><td>Dwellings</td><td>1,603</td></tr><tr><td>Persons/Dwelling</td><td>2.32</td></tr><tr><td>Persons/km2</td><td>1,748.5</td></tr></table> <p><i>Table 1. Adapted from .idcommunity. (2011). City of Cockburn: Social Atlas. Retrieved from http://atlas.id.com.au/cockburn#MapNo=10173&SexKey=3&datatype=1&themtype=3&topicAlias=population-density&year=2011.</i></p> <p><i>Table 2. Dwelling structure types between localities 2011.</i></p> <table><tr><th>Dwelling structure types</th><th>Bibra (East)</th><th>Lake</th><th>Western Australia</th></tr><tr><td>Separate Houses</td><td>96.3%</td><td></td><td>78.1%</td></tr><tr><td>Dwellings of medium density</td><td>3.7%</td><td></td><td>16.0%</td></tr><tr><td>Dwellings of high density</td><td>0%</td><td></td><td>3.7%</td></tr><tr><td>Unoccupied</td><td>4.7%</td><td></td><td>11.4%</td></tr></table>	Density	Bibra Lake (East)	Dwellings	1,603	Persons/Dwelling	2.32	Persons/km2	1,748.5	Dwelling structure types	Bibra (East)	Lake	Western Australia	Separate Houses	96.3%		78.1%	Dwellings of medium density	3.7%		16.0%	Dwellings of high density	0%		3.7%	Unoccupied	4.7%		11.4%	<p>suggestion to increase the densities in this specific area, although a noble planning outcome, is beyond the Communities wants. This suggestion is noted but not recommended to be actioned. Additionally please note a number of residents living at the end of a cul-de-sac have raised concerns with regard to higher densities at the end of cul-de-sacs. This was primarily in relation to the concerns regarding lack of parking. R40 is considered to be acceptable in this location where as R60 appears to be 'a step to far' in terms of the expected residential density mix. Please note this area also includes R80, R60, R40 and R30. This allows for an appropriate diversity of housing types and sizes.</p> <p>The comments relating to the local centre site are generally considered to be noble Planning outcomes. These comments are generally supported by the City and are considered to be desirable planning objectives.</p> <p>As you may be aware the local centre site is privately owned. The City would like to implement some of your suggested changes however the City is limited in its control on the basis the City is unable to develop private landholdings. Notwithstanding, it is expected that the 'revitalisation' of the suburb would result in increased levels of residential amenity, overall increase in pedestrian activity, residents and vibrancy. These subsequent changes may result in incentives for the Local Centre shopping area owner/(s) to implement some/ all of your suggested changes. Should the local centre owner/(s) lodge a development application that future development application will be assessed/ influenced in a manner that is generally consistent with your suggestions.</p> <p>The comments relating to sustainability are noted. The City has an existing 'good design guide' document which addresses these initiatives. Similarly the City has prepared a street tree policy which guides the planting of street trees in residential environments. These policies in combination with the City's suite of local planning policies and guidance statements are well positioned to achieve sustainable outcomes in the future.</p> <p>The proposed Scheme amendment aims to recode the existing residential zoned land. This does not involve 'rezoning' as such. On this basis the City is unable to consider shorter street frontages as per your suggestion. The Background report located on the City's website link as follows; http://www.cockburn.wa.gov.au/theLakes does provide for a range of streetscape improvements proposed as part of this project. These proposals as prepared by the City are considered to address some of the</p>
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		<p>Dwellings</p> <p>Table 2. Adapted from .idcommunity. (2011). <i>City of Cockburn: Social Atlas</i>. Retrieved from http://atlas.id.com.au/cockburn#MapNo=10173&SexKey=3&datatype=1&themtype=3&topicAlias=population-density&year=2011.</p> <p>Of note, current small pockets of high density residences (R25-50 zoning) exist within Bibra Lake East (City of Cockburn, 2017b). These however appear to segregate population groups (elderly and lower income residents) impeding the benefits of a true inter-generational community and additionally their location fails to adequately integrate transit or local centres. The current amendment appears have built from this and as such the location of proposed high density (R60+) residences is appropriately set within proximity of the suburb centre. Provisions for these developments to provide for a variety of lifestyles to those residing (e.g. empty nesters and young first home buyers) may help facilitate diversity and affordability within the suburb. The breadth of this high density (60+) amendment could very well be expanded, to truly revitalize the suburb centre and improving the capacity for inter-suburb commercial enterprises at the suburb centre to prosper creating a suburb of closeness.</p> <p>Figure 1. Bibra Lake East zoning amendment inclusive of suggestive extension, showing only north aspect of the suburb.</p>  <p>Figure 1. Modified from "City of Cockburn. (2017b). Current/Proposed Scheme Amendment Map: Town Planning Scheme No.3 Ammendment No.118. Retrieved from http://www.cockburn.wa.gov.au/documents/Scheme_Maps_as_per_th</p>	<p>points you have raised. Likewise for comments relating to the Upgrade of the SW31 path please refer to pages 38 to 59 of the City Of Cockburn the Lakes Revitalisation Strategy Background Report December 2015. This section provides a comprehensive analysis and improvement actions. These actions may be to your satisfaction in consideration of your suggestions.</p> <p>In relation to your innovative suggestions under your 'Table 4'/ Figure 6 these suggestions have been communicated to the City's Road and Pedestrian path/ Engineering directorate inclusive of the City's travel smart officers. The suggestions are considered at a Strategic Planning perspective to be noble targets. These suggestions will however need to be budgeted for and considered in line with appropriate levels of community consolation and discussion with State Government agencies (where relevant)/ stakeholders. As mentioned above, please refer to pages 38 to 59 of the City of Cockburn the <i>Lakes Revitalisation Strategy Background Report December 2015</i> for details on the projects actions in relation to cycling. The City's actions with respect to cycling are considered to be consistent (in principle) with your suggestions. The Background report offers a subsequent section on Public transport also.</p> <p>Your comment "we must be pro-active and build a sustainable suburb for many more generations to enjoy" is strongly supported by the City of Cockburn.</p>


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		<p>e_Scheme_Amendment_report.pdf. “</p> <p>Currently as it stands the suburb centre is rather derelict (<i>figure 2</i>), unattractive with excessive parking. With proposed increased population densities in its proximity one cannot overlook the need to revitalize this. Consideration of:</p> <ul style="list-style-type: none"> • Reduced parking to permit walking and public space for nearby residences. • Greening of the perimeter to improve attractiveness • Focus on integration with active/public transport. • Conversion of large lawn space at community centre to community garden/pocket park, is of particular importance given the high percentage of the population living in higher density dwellings about the suburb centre. • Local art. Integration of aspects of the community identity into the suburb – nature and wetlands. • Complete redevelopment inclusive of residences above the commercial spaces. 	







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		 <p data-bbox="781 392 1052 408">Bibra Lake East Shopping Centre - South side</p>  <p data-bbox="781 711 1052 727">Bibra Lake East Shopping Centre - West side</p>  <p data-bbox="781 1026 1052 1042">Adjacent Bibra Lake Community Centre</p>  <p data-bbox="739 1374 1075 1390">Community centre and shopping centre overview</p>	

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		<p>Bar the higher densities (60+) described above, the bulk of the residential land will be rezoned from R20 to R30-R40 according to the amendment; permitting 2-3 dwellings to be developed on land currently occupied by only 1 dwelling (City of Cockburn, 2017b). Steps must be taken to set sustainability policy prior to any redevelopment taking place. Such policy should prescribe lofty standards for all future residential buildings including the use of native landscaping, water capture and recycling, power generation, building materials and passive solar features. These policies can follow the example of the sustainable development guidelines set for the nearby Wellard Village development (Peet, n.d.) and should be based on established best practice principles (Department of Industry, Innovation and Science, 2013).</p> <p>Re-zoned allotments should also consider shorter street frontages as seen in historical Perth suburbs to make use of under-utilized front of block land, whilst adding to incidental community engagement (<i>figure 3</i>). Such land may also be considered for conversion into conveniently located pocket parks as seen (<i>figure 4</i>) in the City of Vincent (2011), inclusive of native vegetation and benches. Alternatively, edible gardens could take place of the vacant stretches of lawn, as seen in the Urban Street Food (2016) project in the Sunshine Coast (<i>figure 4</i>). These parks function as meeting places for residents within the suburb, adding to open space as increased density sets in, whilst further contributing to biodiversity.</p>  <p><i>Figure 3. Modified from "Google. (2017). Bibra Lake East. Retrieved from Google. (2017c). South Fremantle street scape: Walker street. Retrieved from https://www.google.com.au/maps/@-32.0759193,115.7547434,3a,75y,358.21h,64.3t/data=!3m6!1e1!3m4!1sEEB7UrZYvAGiWF5Tkt2-Og!2e0!7i13312!8i6656."</i></p>	


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		<p data-bbox="595 134 1265 193"><i>Figure 4. Potential for conversion of poorly utilized intra-suburb land.</i></p> <div data-bbox="584 225 1240 679">  </div> <p data-bbox="595 715 1265 863"><i>Figure 4. Modified from "Ingram, R. D. (2017a). Pocket park; Mount Hawthorn. 2017; Google. (2017d). Bibra Lake street scape: Parkway road. Retrieved from https://www.google.com.au/maps/@32.0887107,115.8436605,3a,75y,344.82h,91.17t/data=!3m6!1e1!3m4!1s0irZbxiPZhyd_nx2bKqwAg!2e0!7i13312!8i6656;</i></p> <p data-bbox="595 898 1265 1201">Not surprisingly a gradual increase in suburb population is expected, for a suburb dominated by car use (<i>table 3</i>) will result in a the requirement of road infrastructure upgrade and maintenance. It is proposed that the City caters for this pro-actively. Building infrastructure supporting the use of public transport and active transport to avoid the many negative social, environmental and economic impact of automobile dominance (Kenworthy, 2000; Rudlin and Falk, 2009; Shiller, Bruun and Kenworthy, 2010).</p>	



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		<p><i>Table 3. Mode of transport to work by locality 2011.</i></p> <table> <tr> <th>Mode of transport to work 2011</th><th>Bibra Lake East</th><th>Western Australia</th><th>City Of Melbourne</th></tr> <tr> <td>Walked only</td><td>0.0%</td><td>3.3%</td><td>27.5%</td></tr> <tr> <td>Bicycle only</td><td>1.1%</td><td>1.1%</td><td>3.8%</td></tr> <tr> <td>By public transport</td><td>8.6%</td><td>9.4%</td><td>26.1%</td></tr> <tr> <td>By car as passenger or driver</td><td>71.0%</td><td>66.0%</td><td>26.9%</td></tr> </table> <p><i>Table 3. Adapted from ".idcommunity. (2011a). Bibra Lake (East): Method of travel to work. Retrieved from http://profile.id.com.au/cockburn/travel-to-work?WebID=140; Australian Bureau of Statistics. (2013). 2011 Census QuickStats: Melbourne City. Retrieved from http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/20604?opendocument&navpos=220."</i></p> <p><i>*City of Melbourne included for comparison of dense transport arrangements in a dense urban setting.</i></p> <p>The following opportunities described highlight opportunities for the City to proactively implement strategies to curb automobile use and encourage active/public transport:</p> <p>1. Upgrade to South West 31 (SW31)</p> <p>The active transport route SW31 currently exists solely as a line drawn on a map (<i>figure 5</i>), with no supporting infrastructure or road markings in place to support its existence. This route unfortunately does very little to either encourage active transport. Despite being classified as a "good road riding environment" (City of Cockburn, 2015, p.42), it appears to overlook the needs of cyclists (Department of Transport, 2015; RAC, 2015; Office of the Auditor General Western Australia, 2009) including those expressed by the local residents (CrowdSpot, 2016). This route offers poor amenity and safety to active transport means.</p>	Mode of transport to work 2011	Bibra Lake East	Western Australia	City Of Melbourne	Walked only	0.0%	3.3%	27.5%	Bicycle only	1.1%	1.1%	3.8%	By public transport	8.6%	9.4%	26.1%	By car as passenger or driver	71.0%	66.0%	26.9%	
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		<p>On the other hand, SW31 presents with great potential. It dissects the suburb of BLE and is ideally positioned given the suburbs layout; linking residents to key services and amenities along its path. Nonetheless, a recent independent audit of this specific piece of infrastructure surprisingly made no recommendations for its improvement (WorleyParsons, 2010).</p> <p><i>Figure 5. SW31 Active transport route.</i></p>  <p>The map shows the SW31 route highlighted in red. It passes through a suburban area with various landmarks marked by colored stars. A legend on the right identifies the symbols: High Schools (red star), Primary Schools (orange star), Rail Transit Stops (black star), Shopping centres (blue star), University/TAFE (green star), and Hospital (yellow star). The map also shows local roads, parks, and water bodies. A scale bar at the bottom right indicates 200 meters.</p> <p>This derelict route should be revitalized prior to the residential re-zoning amendment to ensure improved active transport infrastructure is available before the anticipated gradual population increase. Detailed plans (<i>table 4</i>) illustrate the appearance and functionality of the conversion of SW31 to a ‘Bike Boulevard’, a</p>	

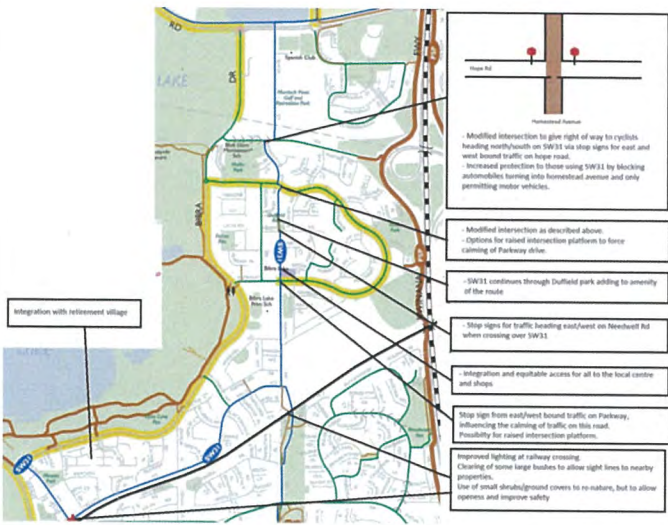
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION										
		<p>conversion occurring in many streets around Perth. The functioning of such a conversion is outlined in the <i>table4</i> and <i>figure 6</i>.</p> <p>Table 4. Details of conversion of SW31 to bike boulevard.</p> <table><tr><td>Attribute</td><td>Details</td></tr><tr><td>Visual Cueing</td><td><p>Colour coded road and signage at each entry into boulevard compared to standard road.</p><p>Shakespeare Street, Mount Hawthorn (Department of Transport, 2017, p16).</p><p>May Street, Bayswater (Department of Transport, 2017, p16).</p></td></tr><tr><td>Speed Limit</td><td>30 km/hr. Clear signage at all entry points to the boulevard.</td></tr><tr><td>Weather Protection</td><td>Need for increased planting density of tall native verge trees to shade and provide rain protection along the route. Complementing the overall amenity.</td></tr><tr><td>Integration</td><td><p>Linked to amenities directly along its route (schools, suburb centre and the larger South Lake shopping centre).</p><p>- Access to Lakes High School (catchment school for the area)</p></td></tr></table>	Attribute	Details	Visual Cueing	<p>Colour coded road and signage at each entry into boulevard compared to standard road.</p>  <p>Shakespeare Street, Mount Hawthorn (Department of Transport, 2017, p16).</p>  <p>May Street, Bayswater (Department of Transport, 2017, p16).</p>	Speed Limit	30 km/hr. Clear signage at all entry points to the boulevard.	Weather Protection	Need for increased planting density of tall native verge trees to shade and provide rain protection along the route. Complementing the overall amenity.	Integration	<p>Linked to amenities directly along its route (schools, suburb centre and the larger South Lake shopping centre).</p> <p>- Access to Lakes High School (catchment school for the area)</p>	
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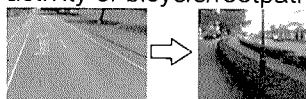
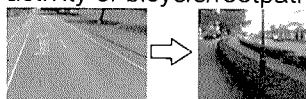
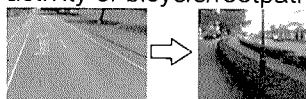
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		<p>Connected to existing east/west bike routes.</p> <p>Integration with public transport (rail) corridor, direct route to rail stops (Murdoch station and future planned South Lake Metronet station).</p> <p>Boulevard to permit equitable access for all.</p> <p>Pre-existing footpath to remain in situ.</p> <p>Security</p> <p>Eyes on street provided by adjacent properties already orientated to face out onto the boulevard.</p> <p>Existing street lights to provide lighting along the routes path.</p> <p>Additional lighting required at rail crossings and through continuation of boulevard through Duffield park.</p> <p>Mixing of automobile and cyclists in a safe manner creates a sense of security for users given the constant activity along the route (compared to pathways along secluded freeway bike path or alongside the lake).</p> <p>Traffic Management (reclaiming of road)</p> <p>Stop signs at all intersecting streets will clearly indicate that right of way belongs to active users of the boulevard.</p>	

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		 <p data-bbox="898 276 1223 363">Road Crossing, Adelaide (Department of Transport, 2017, p.21).</p> <p data-bbox="898 367 1223 667">The closure of north side of Marllard avenue and Annois road to automobiles will calm traffic and mitigate risks associated with vehicles right angle turning into the boulevard and further obstruct permeability to the automobile.</p> <p data-bbox="898 703 1223 1066">Both of these aspects will further contribute to behavioural change in drivers, breaking down cultural assumptions that the road is owned by the automobile. It is hoped increased use of the bike boulevard will increase awareness towards pedestrians and cyclists (Rudlin & Falk, 2009).</p> <p data-bbox="898 1102 1223 1406">Capacity for raised intersection with additional costs. Will slow traffic and create visual cueing along with stop signs and road colouration, informing road users of the upcoming bike boulevard and requirement to give way. Possibility for placement on Parkway rd</p>	

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		<p data-bbox="884 135 1216 225">at intersections with bike boulevard (City of Burnside, 2014).</p>  <p data-bbox="598 528 754 560">Topography</p> <p data-bbox="884 472 1216 715">Raised Intersection (City of Burnside, 2014, p.2). Conveniently SW31 avoids the increased elevation of land found at the eastern margin of the suburb, instead cutting through the flat lower aspect.</p> <p data-bbox="598 715 786 746">Rail Crossings</p> <p data-bbox="884 719 1216 1174">Both rail crossing found at the southern aspect of the suburb play an important role connecting residents of the BLE to The Lakes high school (catchment high school) and larger regional South lake shopping centre. Unfortunately in both instances they offer poor amenity, lighting and safety, despite their capacity to significantly improve the areas active transport permeability.</p> 	

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		 <p data-bbox="887 568 1214 632">Bibra railway crossing (Ingram, 2017b)</p> <p data-bbox="887 659 1214 1058">As such, upgrading of the pathway, lighting and legibility (signage) is crucial. Clearing of vegetation in certain areas will allow for a clear line of sight to the crossing from nearby properties, further increasing its safety. Vegetation should be small/medium shrubs to create openness and open sight lines</p>	

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		<p>Figure 6. SW31 Active transport route.</p>  <p>This plan merges concepts from local examples of sustainable urban form to create an appropriate local solution. Aspects of this plan arise from:</p> <ul style="list-style-type: none"> • Colour coded visual cueing street design and linear green spine concept from Subi Centro (Subiaco Redevelopment Authority, 2016). • Mixed use street providing right of way to bicycles and reduced speed limits similar to the Shakespeare street Bike Boulevard (Department of Transport, 2015a). • Closure of thoroughfare to cars through dead-ends to reduce permeability to cars create direct route for active transport users. • Traffic calming initiatives including raised intersections (Pucher and Buehler, 2010). • Continuation of active transport routes through open space. <p>Evidence suggests these measures will significantly increase pedestrians and cyclists safety. Additionally, the fiscal savings arising for an inherently healthier population and reduced infrastructure upgrades needed</p>	

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		<p>to compensate for increased population (road network expansion) cannot be overlooked (Pucher and Buehler, 2010). This route may very well be integrated with Murdoch drive extension, if in fact that pointless road goes ahead.</p> <p>2. Parkway Drive Upgrade Complementing the SW31 bike boulevard is the Parkway drive upgrade plan. This will address the second key intra-suburb road, which services the larger northern aspect of BLE. The below detailed traffic planning initiative (<i>Table 5</i>) paired with the aforementioned of the SW31 bike boulevard will effectively calm all major uninterrupted and car dominated arterial roads within the suburb.</p> <table><tr><th>Attribute</th><th>Details</th></tr><tr><td>Pedestrian and Cyclist Segregation</td><td><p>In an effort to address barriers expressed by the community (Department of Transport, 2015; RAC, 2015; Office of the Auditor General Western Australia, 2009 and CrowdSpot, 2016), the on-road cycle path should be modified to create a segregated bicycle path adjacent to the pre-existing footpath. The cycle path will the segregated from the road with a low vegetation (allowing for driveways) to permit an unrestricted sight line.</p><p>Steep curbs up and down driveways can further prompt drivers exiting driveways to slow down for likely activity of bicycle/footpaths.</p><div></div><p>Parkway road (Google, 2017d); Roberts road, Subiaco (Ingram, 2017c)</p></td></tr><tr><td>Traffic Calming</td><td>Parkway road automobile traffic flow will be immediately calmed via the</td></tr></table>	Attribute	Details	Pedestrian and Cyclist Segregation	<p>In an effort to address barriers expressed by the community (Department of Transport, 2015; RAC, 2015; Office of the Auditor General Western Australia, 2009 and CrowdSpot, 2016), the on-road cycle path should be modified to create a segregated bicycle path adjacent to the pre-existing footpath. The cycle path will the segregated from the road with a low vegetation (allowing for driveways) to permit an unrestricted sight line.</p> <p>Steep curbs up and down driveways can further prompt drivers exiting driveways to slow down for likely activity of bicycle/footpaths.</p> <div></div> <p>Parkway road (Google, 2017d); Roberts road, Subiaco (Ingram, 2017c)</p>	Traffic Calming	Parkway road automobile traffic flow will be immediately calmed via the	
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		<p>addition of two intersections whereby cars will need to come to a complete halt to give way at the bicycle boulevard, described above..</p> <p>A new segregated bike path and adjacent vegetation will result in road narrowing, another effective traffic calming measure.</p> <p>As it stands minimal traffic calming is implemented along the length of Parkway drive (bar a small 300m length adjacent to the primary school). Cars are regularly seen speeding up and down its length, creating an unsafe suburb with little public space. The successful implementation of single lane angled slow points (Main Roads Western Australia, 2017) in the adjacent suburb North Lake could be another effective means to hinder the automobile on a previously unobstructed car dominated road</p>  <p>Progress drive, North Lake(Google, 2017e)</p>	
		<p>My lasting impression is that neighbourhoods rarely get this opportunity to truly improve their urban form and that we have one opportunity to get this right, or else we will have to wait another 50 years. It appears there remains much more to consider than just changing a number on a map, and that what we do now will impact social, economic, environmental prosperity for decades to come. We must be pro-active and build a sustainable</p>	

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		suburb for many more generations to enjoy. 'The Lakes' has an opportunity here to move past being forgotten suburbs, to set the benchmark as a prosperous urban form, particularly given its proximity to the bustling hubs of Cockburn central and the Murdoch Activity Centre. To become a suburb with local amenity which integrates, supports and bolsters the proposed increase in population. It may be risky and there will be opposition, but careful planning may transform this area into a desirable, sustainable, diverse, and inter-generational community.	
195	Public Transport Authority PO Box 8125, Perth Business Centre PERTH WA 6849	<p>SUPPORT – TO BE APPLAUDED</p> <p><i>PLEASE NOTE: THE PUBLIC TRANSPORT AUTHORITY HAS MADE TWO SUBMISSIONS – THE SECOND MORE RECENT SUBMISSION IS RECORDED AS SUBMISSION NUMBER 201 BELOW. PLEASE READ SUBMISSION NUMBER 195 AND 201 TOGETHER. THE MAIN DIFFERENCE BEING THE INCIDENTAL ADVICE FROM BROOKFIELD RAIL (NOW CALLED ARC INFRASTRUCTURE)</i></p> <p>The amendment proposes a strategy to meet the State Government's infill targets. The study area contains an operational freight railway and it is important to consider the impact of noise and vibration.</p> <p>The PTA's Environmental Manager has reviewed the acoustic study and provides the following comments:</p> <ul style="list-style-type: none"> • The City of Cockburn is to be applauded for taking a proactive approach to addressing freight noise and vibration for future residents. The PTA often receives complaints about freight noise and vibration from residents within the City of Cockburn. • The noise and vibration criteria chosen are supported, including the L_{Amax} and vibration criteria. The L_{Amax} provides a more accurate reflection of the short term noise impact to residents especially with regards to sleep disturbance at night. The World Health Organisation has recognised sleep disturbance from environmental noise as a significant issue 	<p>It is noted the PTA has made two submissions. One recorded as submission number 195 and the other recorded as submission number 201. It is understood the main difference being the incidental advice from Brookfield Rail (now called ARC Infrastructure). It is understood the second submission provides a revised submission from Brookfield Rail (now called ARC Infrastructure).</p> <p>The City of Cockburn acknowledges and supports the PTA's comment stating <i>"it is important to consider the impact of noise and vibration"</i>.</p> <p>It is appreciated that the PTA has <i>"applauded the City for taking a proactive approach to addressing freight noise and vibration for future residents."</i></p> <p>It is understood the PTA often receives complaints about freight noise and vibration from residents within the City of Cockburn. The City acknowledges this and advises the PTA that the City too receives complaints about freight noise and vibration from residents within the City of Cockburn. It is understood the issue of freight train noise and vibration is a significant issue in the study area which is therefore in need of critical consideration and actions. The proposed amendment aims to address these issues in a critically scientifically orientated manner.</p> <p>The City notes the PTA's strong support for the inclusion of L_{Amax} and vibration criteria. It is agreed the L_{Amax} provides a more accurate reflection of the short term noise impact to residents especially with regards to sleep disturbance at night.</p> <p>It is acknowledged, as advised/ supported by the PTA, that the World</p>

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		<p>with long term health impacts.</p> <ul style="list-style-type: none"> The inclusion of vibration criteria is supported as it is a source of complaint and the criteria chosen are the accepted de facto standard for rail based on advice from the Department of Environment Regulation's Noise Branch. There is no environmental regulation of vibration currently in WA and the City's proposal to include it as a planning requirement in line with the way noise is included in SPP5.4 is supported. The creation of buffer zones is also supported, along with the associated 'deemed to comply' packages or the alternative of developers undertaking their own assessment in accordance with the Acoustic Report criteria. <p>In assessing the scheme amendment, the PTA has consulted with Brookfield Rail (the operator of the rail freight network) and on their behalf, provides the following comments on the proposed scheme amendment:</p> <p>If the amendment is to proceed then the following conditions need to be applied:</p> <ul style="list-style-type: none"> Noise abatement measures in accordance with SPP 5.4 by developers/owners Quiet House design to be included in any approvals Noise wall to rail corridor Noise notations on all titles to demonstrate that buyers are aware they are purchasing residential properties alongside a freight rail line 	<p>Health Organisation has recognised sleep disturbance from environmental noise as a significant issue with long term health impacts. It is for this reason the City considers the proposed approach to be of utmost significance to the protection and improvement of the existing and future residential amenity in this location. It is understood the proposed acoustic assessment is in accordance with the principles of international best practice. It is further acknowledged that the State Government's leading Department in relation to noise and vibration, the DER, is in support of the City's proposed acoustic packages/ methodology.</p> <p>It is agreed that the 'deemed to comply' packages or the alternative of developers undertaking their own assessment in accordance with the Acoustic Report criteria is a reasonable approach.</p> <p>It is understood the comments from Brookfield Rail within the PTA's submission of 16 June 2017 (Submission No. 195) have been revised under the PTA's submission of 9 August 2017 (Submission No. 201). On this basis please refer to the 'recommendation' response below under submission No. 201.</p> <p>In regard to the comments in relation to the bus network, these upgrades to intersections are already flagged under the City of Cockburn's "Regional and Major Roadworks 2016 - 2030" plan. These upgrades have been itemised, a budget estimated and timing of each item provided. This plan applies to the City of Cockburn as a whole and therefore budgeting is a relevant factor to timing. The upgrades as mentioned by the PTA are indicatively expected to be provided in 2020/2022. This is based on traffic expectations and budgeting details.</p>

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		<ul style="list-style-type: none"> No run off - all storm water must be contained on the developed property and not discharged onto the rail corridor <p>In regards to the bus network, Transperth is supportive of the increase in residential density to enable the success of active and public transport. Transperth suggests that the intersections of Semple Court and Berrigan Drive and Elderberry Dr and Berrigan Drive include traffic controls (roundabout, traffic lights or median break suitable to facilitate a bus) to assist with the bus movements into the South Lake area. It is anticipated with an increase in residential density, there will be an increase in local traffic. It should also be noted that the intersections mentioned are already considered problematic for bus access on the existing Route 520 bus service.</p>	
196	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>SUPPORT</p> <p>Main Roads has no objections to the recoding of the various areas that make up the 'Lakes Revitalisation Strategy' subject to a strategic transport assessment being undertaken that includes the proposed land uses as intended in this amendment.</p> <p>This assessment has to be done in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines in order to inform the adequacy of the current road network.</p>	<p>Noted. The City of Cockburn's Transport Assessment is considered to be consistent with the Western Australian Planning Commissions' Transport Impact Assessment Guidelines. Please refer to pages 67 to 85 of the City of Cockburn's the "<i>Lakes Revitalisation Strategy Background Report December 2015</i>" located on the following link; https://www.cockburn.wa.gov.au/getattachment/754fae1d-7737-4866-8896-e84810cfd210/ECM_5533691_v1_The-Lakes-Background-Report-pdf.aspx or alternatively here; http://www.cockburn.wa.gov.au/theLakes This document should appropriately address MRWA's comments.</p>
197	Department of Health PO Box 8172, Perth Business Centre PERTH WA 6849	<p>SUPPORT</p> <p>The DOH provides the following comment:</p> <p>1. Water Supply and Wastewater Disposal</p> <p>The Structure plan (and subsequent amendment) is to require that all developments be required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan</p>	<p>Noted. Connection to sewer will be a requirement for any future residential subdivision application.</p> <p>Noted. The proposed Scheme Amendment incorporates acoustic requirements for building in proximity to road and rail. Please refer to the City's scheme amendment project details located here; http://www.cockburn.wa.gov.au/theLakes. The "<i>Lakes Revitalisation Strategy Background Report December 2015</i>" located on the following</p>

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		<p>Region.</p> <p>2. Public Health Impacts</p> <p>The Amendment should give regard to a DOH document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist you with planning elements related to this structure plan. A copy is attached or may be downloaded from: http://www.public.health.wa.gov.au/cproot/6111/2/140924_wahealth_evidence_statement_be_health.pdf</p> <p>The City of Cockburn should use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities and consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building / construction measures.</p>	<p>link; https://www.cockburn.wa.gov.au/getattachment/754fae1d-7737-4866-8896-e84810cfd210/ECM_5533691_v1_The-Lakes-Background-Report-pdf.aspx provides a number of solutions to the DoH's supplementary advice "Evidence supporting the creation of environments that encourage healthy active living".</p> <p>We trust the above satisfies the comments as provided by the DoH.</p>
198	SLR Consulting Australia 589 Hay Street JOLIMONT WA 6014	<p>SUPPORT</p> <p>From our brief read through here are some comments as requested.</p> <p>Regarding the Strategy:</p> <ul style="list-style-type: none"> It appears there are no specific considerations towards improving the acoustic amenity of existing residents as part of the rezoning. Current best practice is: <ul style="list-style-type: none"> Near heavy freight rail lines <ul style="list-style-type: none"> Acknowledge the potential health risks of vibration / regenerated noise (noise generated by building vibration) and also low frequency noise from freight trains Do not increment R20 to R40 	<ul style="list-style-type: none"> Noted. The City's Proposed Scheme Amendment will impose development control on the redevelopment of the existing lots within the Project Area. There is no means to address the acoustic amenity of existing residents within the noise affected area as part of the Scheme Amendment. There is no means to impose noise mitigation requirements on the transport infrastructure or upon existing homes retrospectively under the existing planning mechanisms. In implementing noise management requirements to infill development, it must be acknowledged that the lots are existing and there is no timeframe for implementation of the Scheme Amendment. Lot locations and sizes are pre-existing (largely around 600 or 700m²) and cannot be retrospectively changed by the City. It is unlikely that 're-coding' the noise affected lots closest to the noisier transport corridors to non-noise sensitive land uses would be supported by the community. The installation of non-noise sensitive land uses such as communal parks and shared spaces cannot be

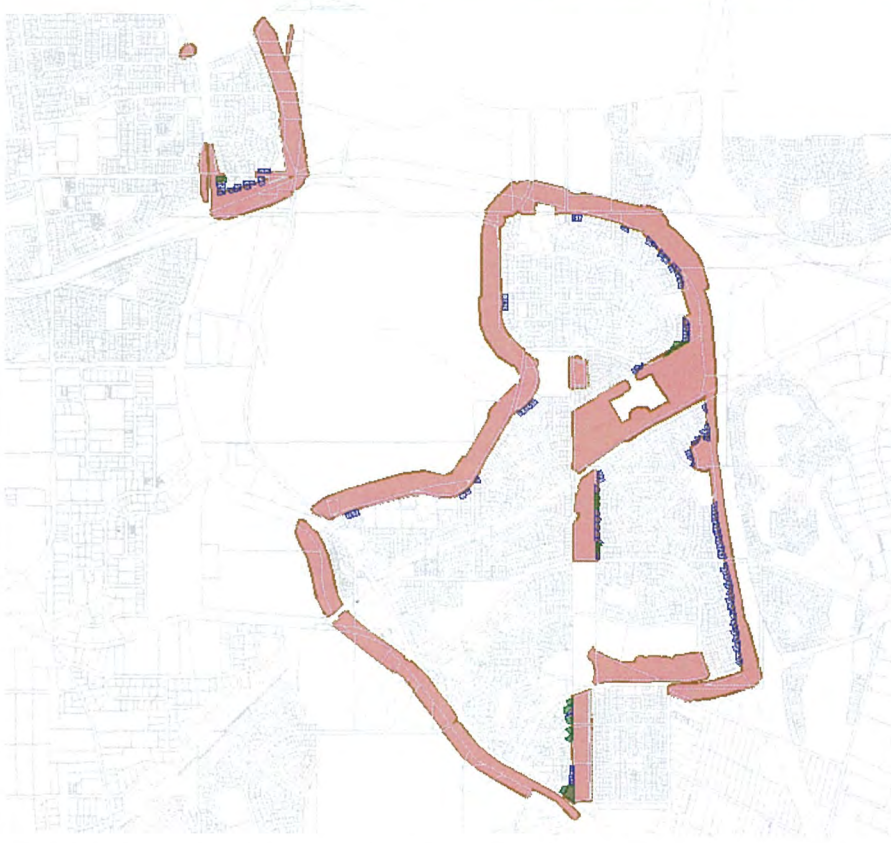
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		<p>but either</p> <ul style="list-style-type: none"> • revert R20 residential zoning to less sensitive uses (e.g. bike paths, parks, local infrastructure / off street parking, light commercial/industrial such as storage depots, communal workshops and garages), or • Encourage R60+ zoning but only where multiple R20/R30 blocks are consolidated together, such that a higher density multi-storey building can be constructed further from the railway with access, visitor parking and amenities facing the rail corridor. The heavier building structure also serves to reduce vibration and regenerated noise ingress. ▪ For low density subdivisions adjacent to the rail corridor, consider the construction of deep retaining walls to mitigate against vibration ingress. The effectiveness of the deep retaining wall would for mitigating vibration would be usually subject to detailed investigation / modelling. <p>○ Adjacent to freeway road reserves</p>	<p>accommodated as these dwellings are existing.</p> <ul style="list-style-type: none"> • There is no means to force development to proceed with higher densities, and it has been the City's experience that infill development will proceed in a piece meal fashion over a number of years with higher densities based around transport routes and commercial precincts, as well as by external market forces for housing in that area. Likewise the City is unable to mandate or even influence the community's desires to build one, two or three level residential buildings. There is flexibility in decision making where it comes to the applicants desires for a single, double or three level residential dwelling (free market). • There is the risk in not re-coding densities in noise affected areas near the Freeway and Freight Rail Line, in the absence of other reasons for higher densities, would result in redevelopment proceeding at lower densities in any case. This could leave the population which was to be shielded from noise unprotected. • Similarly, a requirement to install deep retaining walls in an attempt to shield the noise sensitive receivers from vibration would be adversely affected by development proceeding in a piecemeal fashion with the effectiveness of the underground barrier compromised by the longer term installation of the walls. This would also require permission from ARC Infrastructure (previously Brookfield Rail) for developers to enter the Freight Rail Corridor for the wall to be constructed. • The 'mean plus 1SD' rather than the mean average was selected as it is a more conservative criteria than is applied in practice under SPP 5.4 (i.e. the mean average), but we acknowledge that this criteria is not as onerous a requirement as those applied in other states. The L_{Amax} parameter was recommended as a means of attenuating low frequency noise and regenerated noise in the receiving properties, and is consistent with what the City understands may be required by the proposed Draft SPP (not yet released). A more conservative criteria (a 95% confidence level such as used interstate) was not implemented, as there was some concern that the City would not be supported in deviating too greatly from the SPP. • No consideration was given to train speed or rail condition (other than ensuring that the measurement period was representative of normal rail traffic conditions) as these matters are outside of the

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		<ul style="list-style-type: none"> ▪ Encourage high density R60/R80 zoning, such that <ul style="list-style-type: none"> • Multistorey buildings provide screening for residential areas beyond • The specific costs of noise attenuation are proportionally reduced per unit (generally factored into development of Class 2/3/9c buildings anyway) • Garages, communal parks and shared spaces, bikepaths and offstreet parking can be located to further distance residential areas from the freeways ▪ Bike lanes, parks, off street parking, local roads to increase separation etc. <p>Regarding the Acoustic analysis</p> <ul style="list-style-type: none"> • Historically the primary area for annoyance from the railway is in regards to low frequency noise and regenerated noise (rumble-like noise generated by vibration of the building). The EPA / DER are particularly concerned with low frequency / infrasound noise risks associated with freight rail however this report does not appear to study these. Opportunities for improving the amenity of residents via development controls could be lost if these aspects are not addressed. • The L_{Amax} parameter (re airborne noise) is used in most other states (SA, NSW and QLD) 	<p>City's control.</p> <ul style="list-style-type: none"> • The sensitivity to variation of ground conditions / soil layering over the rail alignment has not been assessed and may lead to variation in the distance versus level approximations presented. (noted) There were however multiple recording points along the railway line. • The criteria are less stringent than that used on other Perth metro rail projects such as the Forrestfield Airport Link or the Perth Stadium Transport Infrastructure. Note that AS 2670.2:1990 has been withdrawn by Standards Australia (instead refer ISO 2613 or ASHRAE guidance for objective floor vibration limits), and in any case it is likely that the regenerated noise criterion of L_{Amax} 35 dB as used in other states would be more stringent anyway. (noted, however may be a limitation of infill development where lot boundaries are existing) • The assumptions around rail and road noise modelling are generally appropriate, although the rail modelling algorithm should have included a suitable adjustment to ensure the rolling noise source height is correct (0 m above rail). Freight noise modelling should separate the wheel rail noise (0 m height) and noise from engine exhaust (4m for high-notch case), not clear if that is the case. • Noted. The noise measurement equipment cannot / has not recorded true third octave band data which would have been useful to identify specific rail noise characteristics which could lead to increased annoyance / health implications. • <i>"The modelling could switch to improved code in the form of say Nord2000 rather than Kilde 130 which is over 30 years old".</i> Not a big issue as Kilde 130 is considered quite conservative in how it models the noise mitigating effects of walls and terrain.

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		<p>however the methodology of 'mean plus 1SD' is not consistent with that. Not sure what the scientific basis is for that – it indicates about a third of the events are above that level, and when we factor in sleep disturbance criteria and the potential for wheel flats / defects it can be worse than that indicated.</p> <p>Within international standards it is usually a 95% confidence level (i.e. the level for which 95 out of 100 events comply). In NSW the authorities look at the highest 95th percentile (which is actually closer to 'mean plus 1.65 SD') albeit with a less stringent target.</p> <ul style="list-style-type: none"> • The assumptions around rail and road noise modelling are generally appropriate, although the rail modelling algorithm should have included a suitable adjustment to ensure the rolling noise source height is correct (0 m above rail). Freight noise modelling should separate the wheel rail noise (0 m height) and noise from engine exhaust (4m for high-notch case), not clear if that is the case. • The work has not accounted for the effect of speed or rail condition which is critical as it directly affects source noise and vibration levels along the alignment. We note that average line speeds are significantly different in each direction. Measurements of the rail condition and track decay rate as per international best practice (e.g. ISO 3095) are recommended. • The sensitivity to variation of ground conditions / soil layering over the rail alignment has not been assessed and may lead to variation in the distance versus level approximations presented. • The criteria are less stringent than that used on other Perth metro rail projects such as the Forrestfield Airport Link or the Perth Stadium Transport Infrastructure. Note that AS 	

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		<p>2670.2:1990 has been withdrawn by Standards Australia (instead refer ISO 2613 or ASHRAE guidance for objective floor vibration limits), and in any case it is likely that the regenerated noise criterion of L_{Amax} 35 dB as used in other states would be more stringent anyway.</p> <ul style="list-style-type: none"> The noise measurement equipment cannot / has not recorded true third octave band data which would have been useful to identify specific rail noise characteristics which could lead to increased annoyance / health implications. The modelling could switch to improved code in the form of say Nord2000 rather than Kilde 130 which is over 30 years old. Not a big issue as Kilde 130 is considered quite conservative in how it models the noise mitigating effects of walls and terrain. Note that the Association of Australian Acoustical Consultants (www.aaac.org) as referred to in the report has had a name change this year, it is now the Association of Australasian Acoustical Consultants. 	
199	<p>Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844</p>	<p>NOT SUPPORTED MODIFICATIONS REQUESTED</p> <p>DFES provide the following comments with regard to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines).</p> <p>Assessment</p> <p>1. General Comments</p> <p>Local planning schemes provide a valuable mechanism to prevent development in inappropriate locations through suitable zoning, land use permissibility and development controls, which should be consistent with strategic-level planning documents and policy.</p> <p>DFES acknowledges the City of Cockburn's (City's) view that the proposal be considered as minor development.</p>	<p>Noted. The <i>Planning and Development (Local Planning Schemes) Amendment Regulations 2015</i> and SPP 3.7 specifically exclude development applications for single houses and ancillary dwellings on a lot or lots less than 1,100m² from requiring further (planning) assessment.</p> <p>Under part 5.4 of the guidelines where lots of less than 1,100m² have already been created, the application of the appropriate construction standard at the building permit stage is the instrument used to reduce the residual bushfire risk to those properties.</p> <p>Pursuant to the Building Code of Australia ('BCA') and as mentioned by section 5.8.2 of the <i>Guidelines for Planning in Bushfire Prone Areas</i>; for development of Class 1, 2 or 3 buildings or Class 10a buildings or decks associated with Class 1, 2 or 3 buildings in a bushfire prone area, the bushfire construction requirements of the BCA will be applied at the building permit stage irrespective of the planning assessment process.</p>

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		<p>SPP 3.7 defines minor development as applications in residential built-out areas at a scale which may not require full compliance with the relevant policy measures. Classes of development considered under this definition, with the exclusion of applications for unavoidable development, are:</p> <ul style="list-style-type: none">• a single house on an existing lot 1,100m² or greater;• an ancillary dwelling on a lot of 1,100m² or greater; and• change to a vulnerable land use in an existing residential development. <p>Given the scheme amendment proposes changing the land use intensity or vulnerability, particularly through increased residential development and on a neighbourhood scale, DFES does not support the scheme amendment being considered minor development.</p> <p>Land use intensification in extreme bushfire hazard areas are strongly discouraged as they expose a greater number of individuals to bushfire.</p> <p>2. Policy Objectives 5.1 and 5.2 apply to this proposal</p> <table><tr><td>Assessment</td><td></td></tr><tr><td>Policy Objectives</td><td>5.1 & 5.2 – Not achieved</td></tr><tr><td></td><td>Increases the threat of bushfire, and vulnerability of people, property and infrastructure to bushfire.</td></tr></table> <p>3. Policy Measure 6.3 a) ii. Preparation of a BAL contour map</p>	Assessment		Policy Objectives	5.1 & 5.2 – Not achieved		Increases the threat of bushfire, and vulnerability of people, property and infrastructure to bushfire.	<p>This is important to note.</p> <p>The City of Cockburn engaged the services of <i>Bushfire Prone Planning</i> to prepare a '<i>Bushfire Management Plan Strategic BAL Contour Mapping dated 27 October 2016</i>'. Figures 5.2 of this document provides an <u>indicative</u> BAL Contour Map prepared under the requirements of SPP 3.7 which identifies a small proportion (4%) of the existing residential lots within the study area fall within the BAL-40 and the BAL-FZ range.</p> <p>Under Clause 78B of the <i>Planning and Development (Local Planning Schemes) Amendment Regulations 2015</i>, bushfire requirements do not apply to lot/(s) with a total area of 1,100m² or more.</p> <p>On the above basis it is important to note, in this context 142 residential lots within the Amendment area are under the BAL-40 or BAL –FZ. Of the 142 residential lots 130 of these residential lots are less than 1,100m² in area (see blue lots in the below image) with 12 lots more than 1,100m² in area (see green lots below under the below image).</p> <p><i>Lots within BAL-40 or BAL-FZ within the Map of Bush Fire Prone Areas</i> Source: City of Cockburn GIS from Data provided from Bushfire Prone Planning.</p>
Assessment									
Policy Objectives	5.1 & 5.2 – Not achieved								
	Increases the threat of bushfire, and vulnerability of people, property and infrastructure to bushfire.								

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		<p>Issue Annotations on BAL contour maps</p> <p>Assessment Figure 5.1 and 5.2 both have annotations stating that 'primary regional road reserves' will be cleared for the construction of Roe 8.</p> <p>Action Modification required. It is understood that Roe 8 will not be proceeding. These annotations should be removed or amended and the correct vegetation classification applied as per AS 3959.</p> <p>4. Policy Measure 6.3 c) Non-compliance with the bushfire protection criteria</p> <p>Issue Location</p> <p>Assessment A1.1 – not demonstrated The scheme amendment report indicates 140 lots that have or will, on completion, be subjected to BAL-40 and BAL-FZ. This is non-compliant with Policy Measure 6.7 and Element 1. Furthermore, it is unclear (due</p> <p>Action Not demonstrated, modification required. The BAL contour map should be provided at a legible scale for those lots abutting areas with a rating of extreme BHL or BAL-40 and BAL-FZ to be identified. The scheme amendment should avoid</p>	 <p>In this respect and in keeping with SPP 3.7 Policy objective 5.1, the City notes the following key points;</p> <ol style="list-style-type: none"> The small portion (4%) of BAL-40/FZ lots, within the Scheme Amendment area, applies to existing residential lots (infill development). The proposed Scheme Amendment does not propose to rezone land to accommodate additional residential zoned land. The proposed Amendment applies to existing Urban/Residential land. This is important to note. The portion of residential land to the south of North Lake and to the north of Bibra Lake abuts the land reserved under the MRS as a 'Primary Regional Road Reserve'.

NO.	NAME/ADDRESS	SUBMISSION		RECOMMENDATION
		<p>Siting Design</p> <p>& A2.2 Modification required</p> <p>The BMP refers to hazard separation zone from version 1.0 of the Guidelines.</p> <p>Vehicle Access</p> <p>A3.1, A3.3 & A3.4 – not demonstrated</p> <p>The BMP references that the scheme amendment area contains numerous cul-de-sacs. Furthermore, rezoning amendments undertaken at a neighbourhood scale do not provide for site specific assessment and result in battle-axe configured development</p>	<p>to the scale of mapping) where these lots are located in proximity to extreme bushfire hazard.</p> <p>intensification within these lots.</p> <p>- Minor modification. Please delete reference in accordance with the latest version of the Guidelines.</p> <p>Not demonstrated, modification required. Further information should be provided to identify any non-compliance or to demonstrate compliance with Element 3.</p>	<p>This land is reserved as the (potential) future Roe Highway. It is understood this land will no longer be developed for 'Roe 8' under current political position. It was previously assumed this project would be undertaken. It is expected though that the bushfire hazardous vegetation will either be cleared to facilitate a future road construction or possibly residential development, or retained as native vegetation (including understory clearing) with areas of public recreation. Therefore under any of the three possible outcomes the bushfire hazard may be reduced.</p> <p>iii. The central north/ south bushfire prone vegetation within South Lake is subject to future embellishment by the City of Cockburn to a grassed lawn standard. This is identified as an outcome of the Lakes Revitalisation Strategy. As such the associated central impact on the existing residential lots is planned to be eliminated. See text boxes on the BAL Contour Map, under the Appendices section of the BAL assessment, for details regarding the anticipated bushfire implications in this regard.</p> <p>iv. The re-coding of residential zoned land by the City of Cockburn's Scheme Amendment proposal does not necessarily reflect the private landowners desire to re-develop their land.</p> <p>Based on previous revitalisation strategies undertaken by the City of Cockburn, the rate of re-development (post Scheme Amendment to up-code land) is particularly slow resulting in an estimated 2% change over a 5 year period (source: 'Forecast-id').</p> <p>On this basis the re-coding of land by this Scheme Amendment may not necessarily result in re-development or an increase in threat of bushfire to people, property and infrastructure. This is an important point to note.</p> <p>v. Pursuant to the Guidelines, AS 3959-2009 is applied at the Building Permit stage irrespective of the 'Planning Stage' i.e. irrespective of the outcome of the indicative BAL Contour Map or development approval. Each and every residential property within the Scheme Amendment Area that falls within the State's</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>which restricts access, particularly when adjacent to extreme bushfire risk. Further assessment is required to address the provisions of Element 3.</p> <p>Recommendation – not supported modifications required</p> <p>One of the fundamental objectives of SPP 3.7 is to avoid any increase in the threat of bushfire; conflictingly the proposed scheme amendment would increase the bushfire threat and vulnerability to people, property and infrastructure through the intensification of development at limited locations within the scheme amendment area (refer to lots with BAL-40 and BAL-FZ).</p> <p>DFES has assessed the BMP, and has identified a number of critical issues that need to be addressed prior to providing support for the proposal (refer to the tables above).</p> <p>We recommend that this proposal be deferred to allow the proponent to address the policy requirements of SPP 3.7 and the Guidelines.</p>	<p>Bushfire Prone Area Mapping will be subject to its own separate BAL Assessment at Building Permit Stage based on the then specific Class 1, 2, 3 and 10a structures at the time, should the landowner/(s) decide to redevelop their land.</p> <p>The residential landowners within the BAL-40 and BAL-FZ indicative areas (in particular) are encouraged to consider the issue of bushfire/ AS 3959-2009 at the early stages of their consideration to redevelop their properties. There may be associated/ unexpected costs with development to higher BAL's. These landowners may not wish to develop the full potential of their properties (i.e. they may decide not to build in the BAL-40/FZ areas and focus their redevelopment on the BAL-29 or below areas).</p> <p>vi. Importantly it should be noted <u>the existing dwellings</u> within the indicative BAL-40 and BAL-FZ area are assumed to currently be built to BAL-LOW. This is because these existing dwellings are approximately 37+ years old and the State bushfire map is roughly 12 months old. On this basis these landowners/ properties are currently at risk of bushfire and it is assumed all of these buildings are not constructed to any BAL standard under AS3959-2009. The City considers it appropriate to up-code these existing lots pursuant to Directions 2031 objectives. One of the benefits in doing so is that higher densities will incentivise owner/(s) to demolish their BAL-LOW properties (in these high risk areas) and reconstruct new dwelling/(s) to an appropriate BAL as indicated by a future AS3959-2009 assessment at Building Permit stage. This is therefore considered to be in keeping with the broad <i>discretionary</i> [see 2009 WASC 196] objective of SPP 3.7.</p> <p><i>Bushfire Prone Planning's</i> BAL Contour Report in the view of the City of Cockburn, meets the requirements of SPP 3.7.</p> <p>On the above basis, in the view of the City of Cockburn the proposed Scheme Amendment is compliant with SPP 3.7. Notwithstanding, landowner/(s) within the Scheme Amendment area planning to develop or redevelop their properties, as a result of higher densities, are encouraged to investigate and consider the implications of AS 3959-2009 on their property/ properties at the earliest stage of their development/ re-</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			development considerations. This is to avoid unexpected costs or surprises relating to AS 3959-2009. It is not considered necessary to amend the indicative BAL Contour map as per the requests of DFES.
200	Christopher Newman 10 Simion Court BIBRA LAKE WA 6163	<p>SUPPORT</p> <p>I support the proposed Scheme Amendment No. 118 The Lakes Revitalisation plan.</p> <p>This plan will be a positive move forwards for the community and the region. I support it wholeheartedly.</p>	Noted.
201	Public Transport Authority PO Box 8125, Perth Business Centre, PERTH WA 6849	<p>SUPPORT</p> <p><i>PLEASE NOTE: THE PUBLIC TRANSPORT AUTHORITY HAS MADE TWO SUBMISSIONS – THE PREVIOUS SUBMISSION IS RECORDED AS SUBMISSION NUMBER 195 ABOVE. PLEASE READ SUBMISSION NUMBER 195 AND 201 TOGETHER. THE MAIN DIFFERENCE BEING THE INCIDENTAL ADVICE FROM BROOKFIELD RAIL (NOW CALLED ARC INFRASTRUCTURE)</i></p> <p>The Public Transport Authority (PTA) and Arc have revised our comments in respect to noise and vibration only. Subsequent comments within PTA's letter of 16 June 2017 remain current <i>[see submission number 195 above for details]</i>.</p> <p>Arc does not consider increased residential density in proximity to the freight railway line to be an appropriate outcome. It is understood, however, there are competing State Government objectives, such as residential infill density targets as prescribed under Directions 2031. On this basis, whilst Arc does not support the increased density in 'target areas' (adjacent to pockets of the freight railway line - specific areas unknown), Arc considers the acoustic packages as proposed under the Scheme Amendment proposal to be superior to the packages expressed under the requirements of the current State Planning Policy 5.4.</p> <p>The PTA and Arc understands that the package as proposed under this Amendment follows best practice principles. These draft requirements are also consistent with the advice of the Freight and Logistic Council of</p>	<p>Noted. It is understood ARC Infrastructure (formerly Brookfield Rail) does not support increased residential density in proximity to the freight railway line to be an appropriate outcome. It is important to note the residential properties in this area were constructed some 37+ years ago. It is assumed most, if not all, of these properties were not constructed to current-day best practice Acoustic requirements (such as those identified under the proposed Amendment/ acoustic report/ Deemed to Satisfy Construction Packages).</p> <p>On the above basis the proposed increased densities provides an incentive for these property owners to demolish their 'non-compliant' properties and construct 'compliant' properties. This is therefore considered to be of benefit to Arc Infrastructure. It is assumed residents living in DTS Construction Package homes are less likely to be impacted by freight rail and noise than those in the current dwellings adjacent to the freight railway line. Therefore it is further assumed that these residents in the 'compliant' dwellings are less likely to raise noise (and vibration) complaints to Arc Infrastructure.</p> <p>As your submission makes mention, there are competing State Government objectives, such as residential infill density targets as prescribed under Directions 2031 and the issues identified under SPP 5.4. The City has considered these competing issues and proposes to up-</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Western Australia, which is supported by both PTA and Arc.</p> <p>It is understood the proposed acoustic measures aim to address 'vibration' and include L_{AMAX} measures. The noise impact of 'vibration' is currently not appropriately addressed under the current version of State Planning Policy 5.4. Additionally the predetermined package requirements for ground floor, second floor and third floor are considered to be advantageous in the early planning stages of future residential development.</p> <p>The PTA and Arc encourages residents, in proximity to freight rail, to consider the location of bedrooms and outdoor areas from a noise mitigation perspective early on in the development process. It is understood that this amendment aims to achieve that objective, which is therefore (in part), supported by the PTA and Arc.</p>	<p>code these lots to incentivise improved levels of amenity for the community. This is in keeping with the World Health Organisations international best practice position.</p> <p>The following comments from Arc are supported by the City of Cockburn;</p> <ul style="list-style-type: none"> • <i>"Arc considers the acoustic packages as proposed under the Scheme Amendment proposal to be <u>superior</u> to the packages expressed under the requirements of the current State Planning Policy 5.4."</i> • <i>"The predetermined package requirements for ground floor, second floor and third floor are considered to be <u>advantageous</u> in the early planning stages of future residential development."</i> • <i>"The noise impact of 'vibration' is currently not appropriately addressed under the <u>current version of State Planning Policy 5.4</u>."</i>
202	Environmental Protection Authority Locked Bag 10, East Perth WA 6892	<p>SUPPORT</p> <p>After consideration of the information provided by you, the EPA considers that the proposed scheme should not be assessed under Part IV Division 3 of the Environmental Protection Act 1986 (EP Act) and that it is not necessary to provide any advice or recommendations.</p> <p>Please note the following:</p> <ul style="list-style-type: none"> • For the purposes of Part IV of the EP Act, the scheme is defined as an assessed scheme. In relation to the implementation of the scheme, please note the requirements of Part IV Division 4 of the EP Act. • There is no appeal right in respect of the EPA's decision to not assess the scheme. 	<p>This has been noted by Council.</p>





SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOT 9043 (PREVIOUSLY LOT 9041) SPEARWOOD AVENUE, BEELIAR

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Department of Biodiversity, Conservation and Attractions Locked Bag 104 Bentley Delivery Centre WA 6983	NO COMMENTS The Department of Biodiversity Conservation and Attractions has no comments on the proposed Structure Plan Amendment.	Noted.
2	WA Gas Networks (ATCO Australia) PO Box 3006 SUCCESS WA 6964	SUPPORT ATCO Gas has considered and assessed the impact of the rezoning of Lot 9041 from 'Local Road' to allow for residential development accommodating residential densities to R40 however these are not within the area of the proposed rezoning. ATCO Gas Australia has High Pressure gas mains within Tindal Avenue and along the northern road reserve of Fancote Avenue. ATCO Gas also operates a medium pressure gas main within McLaren Avenue south side road reserve. Anyone proposing to carry out construction or excavation works must contact 'Dial Before You Dig' (Ph 1100) to determine the location of buried gas infrastructure. ATCO Gas Australia does not have any objection to the proposed rezoning of lot 9041 as shown in red on the Local Structure Plan Amendment plan no. 761-148-01, best described within the advertised report on the City of Cockburn's website. (Map attached)	Noted. The applicant will be made aware of these comments via this Schedule of Submissions table.
3	Department of Water and Environment Regulation	SUPPORT The Department of Water and Environmental Regulation	Noted. It is understood the Department of Water

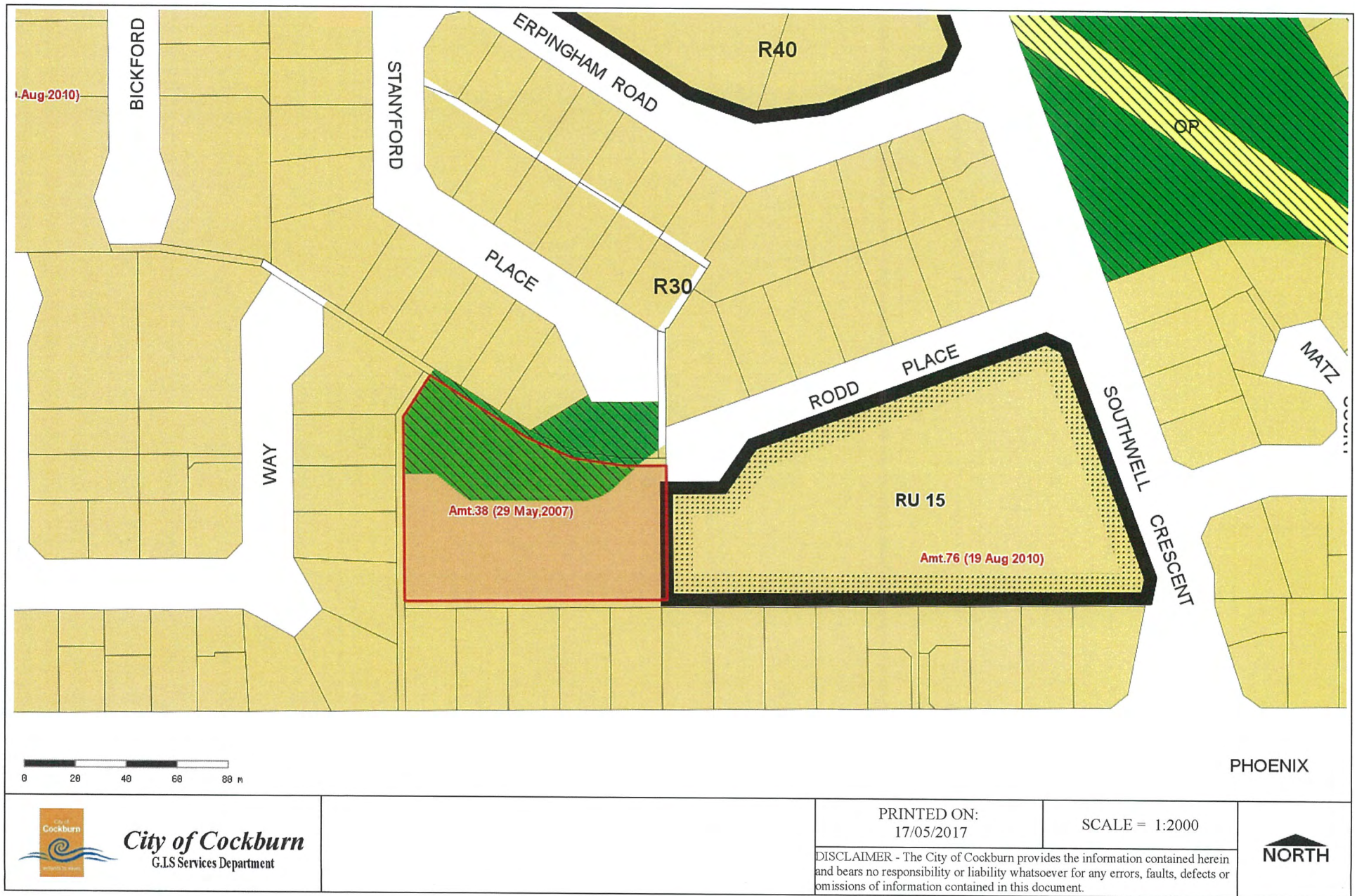
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Locked Bag 33, Cloisters Square PERTH WA 6850	<p>(DWER) has reviewed the application and provides the following advice.</p> <p>LWMS Urban Water Management</p> <p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2. 9, Water Resources, the proposed Structure Plan should be supported by a Local Water Management Strategy (LWMS) prior to final approval of the Structure Plan.</p> <p>The LWMS should demonstrate how the subject area will address water use and stormwater management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources.</p> <p>The DWER reviewed the supporting document, Tindal Ave, Beeliar - Local Water Management Strategy (Addendum) (Emerge, April 2017) and it was deemed satisfactory to the DWER in May 2017. Accordingly, the DWER has no objections to this proposal.</p>	and Environmental Regulation considers that the supporting document (LWMS Addendum) is satisfactory for the purposes of meeting DWER's requirements in accordance with the details prescribed within BUWM WAPC.
4	Department for Planning, Lands and Heritage Locked Bag 2506 PERTH WA 6001	<p>SUPPORT</p> <p>The Department of Planning Lands and Heritage (DPLH) has reviewed the areas subject to the Proposal and provides the following comments.</p> <p>Please be advised the DPLH is not aware of any reported Aboriginal heritage places within the area of the Proposal.</p> <p>Proponents undertaking activities within the Proposal area should be made aware of the requirements under the Aboriginal Heritage Act 1972 (AHA). The DPLH recommends that developers take into consideration the DPLH's Aboriginal Heritage</p> <p>Due Diligence Guidelines when planning specific developments associated with the Proposal. These have been developed to assist proponents to identify any risks to Aboriginal heritage and to</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		mitigate risk where heritage sites may be present. The guidelines are available at: https://www.daa.wa.gov.au/heritage/land-use/ .	
5	Main Roads WA PO Box 6202 EAST PERTH WA 6892	SUPPORT Main Roads has now had the opportunity to review the proposal and has no objection.	Noted.
6	Department of Transport 140 William Street, Perth WA 6000	SUPPORT The Department of Transport has no objection to the proposal in principal, however, provides the following comment: <ul style="list-style-type: none"> The subject site is located in close proximity to Beeliar Road which is categorised as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and is under the responsibility of Department of Planning. Therefore, comment should be sought from Department of Planning on this application. 	Noted. The Department of Planning is the decision making authority with respect to this Structure Plan amendment. As such the DoT's comments will be met by the WAPC.
7	Western Power GPO Box L921, Perth WA 6842	NO COMMENT – IN PROGRESS Your proposal is being reviewed, and we will contact you directly for more information if required. This email should not be considered to be an approval or non-objection to your works.	Noted however the City did not receive any subsequent submission from Western Power.
8	Department of Education 151 Royal Street, East Perth Western Australia 6004	SUPPORT The Department has reviewed the document and advises that it has no objection to this proposal to recode some residential land within the Structure Plan area from R20 and R25 to R40.	Noted.
9	Department of Fire and Emergency Services	NO COMMENT – IN PROGRESS	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	20 Southport Street West Leederville WA 6007	<p>DFES' usual turnaround time for new referrals is 30 working days therefore the due date for the response is currently 12 September 2017.</p> <p>However, please bear in mind that DFES are currently running 15 – 20 working days behind schedule.</p>	Noted however the City did not receive any subsequent submission from the Department of Fire and Emergency Services
10	Water Corporation PO BOX 100 Leederville WA 6902	<p>SUPPORT</p> <p>The Water Corporation has no objections to the proposed changes.</p> <p>The subdivider/developer of this land will need to undertake extensions of water reticulation mains and gravity sewers to the proposed lots.</p>	Noted. The subdivider/developer of this land will be informed under this Schedule of Submissions that they will need to undertake extensions of water reticulation mains and gravity sewers to the proposed lots.

Figure 3 - Aerial Plan







16 Rodd Place, Hamilton Hill

SCHEME AMENDMENT REQUEST

April 2017
715-187A

perth
sydney

Document Control

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1	13.04.17	Draft	Eleanor Richards		David Read	
2	21.04.17	Final	Eleanor Richards		David Read	
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Introduction

TPG+Place Match (TPG) has prepared this report, on behalf of Rodd Place Development Pty Ltd, in support of a request to amend the City of Cockburn Local Planning Scheme No. 3 (LPS3 or the Scheme), to increase the density coding of the subject site from R30 to R40, to facilitate the development of a multiple dwelling development.

The subject site is currently zoned 'Residential' with an R30 density code pursuant to the City of Cockburn (the City) Local Planning Scheme No. 3 (LPS3 or the Scheme). This scheme amendment seeks to take advantage of the site's location abutting a future public park, by increasing the residential density coding of the subject site to R40 to facilitate the development of a multiple (rather than grouped) dwelling proposal, and provide an appropriate transition between the higher density coded Bethanie Illawong Retirement Village to the east and the lower coded areas to the west.

The proposed scheme amendment is considered to be highly consistent with the intent and objectives of the City's Scheme, which advocates for a variety of housing typologies, as well as the City's strategic plan for the Hamilton Hill area, Directions 2031 and the latest strategic direction of the State Government as outlined within the draft *Perth and Peel @ 3.5 million* document.

This report outlines the relevant planning and site considerations for the proposed amendment, which has been prepared in consideration of LPS3 and the State and local strategic and statutory planning framework applicable to the site.

Background

The subject site was formally owned by the City of Cockburn, and has historically been used as an informal park, though the southern portion of the site has always been zoned for residential purposes.

In 2014, the site was sold to Rodd Place Development Pty Ltd on the understanding that the southern portion

of the site would be developed for an architecturally designed, three storey multiple dwelling development comprising 47 dwellings, and the northern portion of the site be redeveloped for an ungraded public park which would be transferred back to the City to ensure its ongoing use and enjoyment by the local public.

A development application for this proposal was subsequently lodged with the City of Cockburn, and approved at the end of 2014.

At the time, *State Planning Policy 3.1 - Residential Design Codes* (the R-Codes) required the 'density' of development in R30 coded areas be assessed under the 'plot ratio' controls specified in Part 6 of the R-Codes, allowing for a plot ratio of 0.5:1 on the subject site. As the development proposed a plot ratio of 0.44:1, the proposal was considered compliant in this respect.

Since the approval was issued, and despite objections received from various local governments, including the City of Cockburn, the Western Australian Planning Commission (the WAPC) has amended the R-Codes, to require development within areas coded less than R40 (i.e. including the subject site) be assessed under Part 5 of the R-Codes rather than Part 6. Part 5 contains 'minimum site area per dwelling' requirements which are not able to be varied, and would limit the number of dwellings that could be approved on this site to around 25, significantly less than the existing approval.

It is understood that the City of Cockburn was not supportive of the WAPC's proposed amendments due to concerns that it would decrease the diversity and quality of dwellings within the City of Cockburn.

It is important to note that the maximum number of dwellings is unchanged whether or not the site is developed for a 'grouped' or 'multiple' dwelling typology, despite the latter typology typically being significantly smaller in terms of the average floor area per dwelling compared to grouped dwellings. It is likely that if the site were developed under the current R30

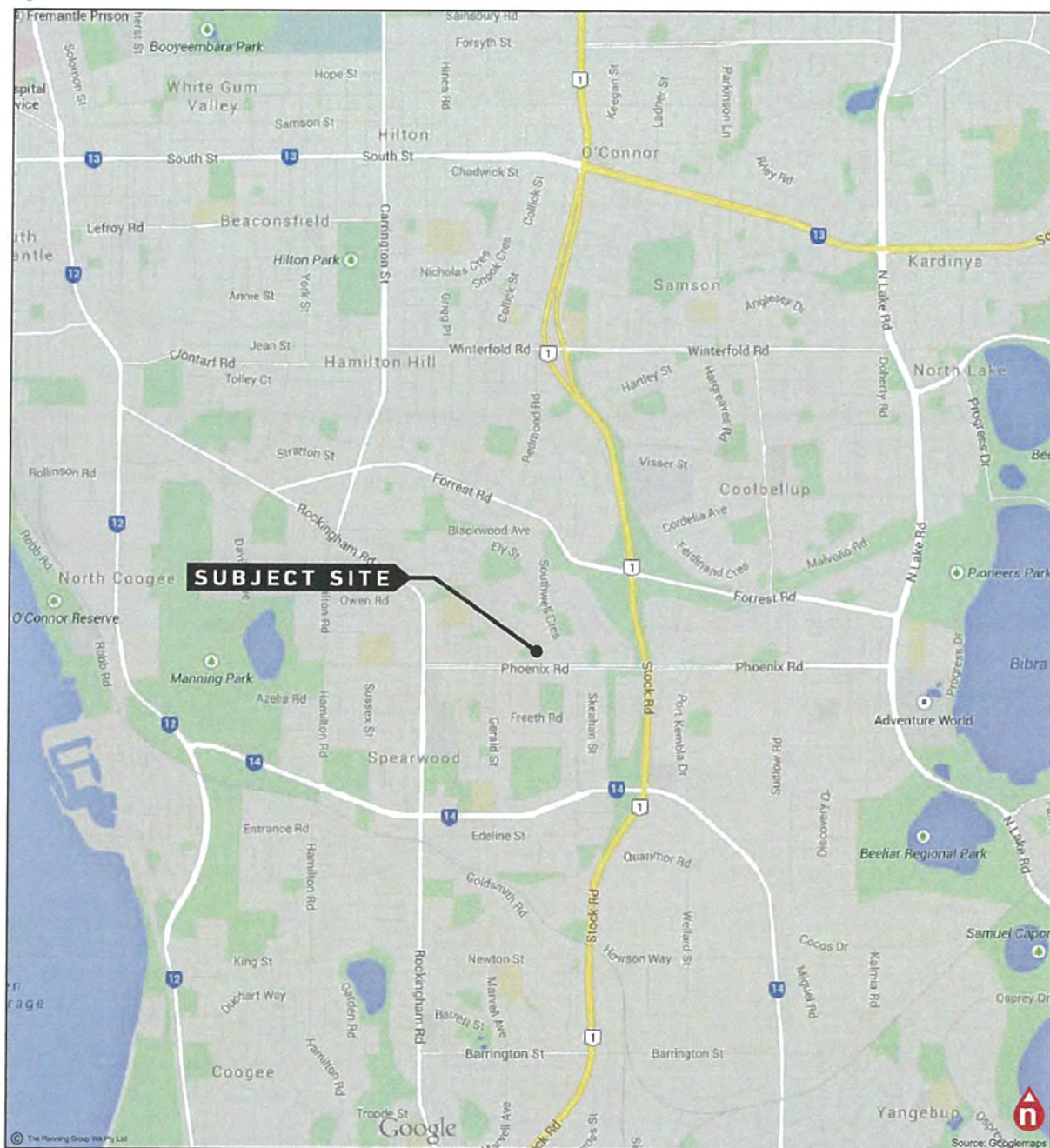
coding, a 'grouped' dwelling typology (already common in this area) would be the most feasible option, though it would not be the best outcome in terms of providing surveillance over the adjoining Park, appropriate setbacks to neighbouring lots or provide the dwelling diversity advocated by the City.

Since the approval has issued, Rodd Place Development Pty Ltd have been working with the City's staff to clear the conditions of approval, including conditions 4 and 10, which required the developer to liaise with the City's Engineering staff to design the public open space area including the required swales, prior to the issuing of a Building Permit. Despite continued liaison between the various parties with respect to these matters, the calculation of the required size and capacity of the swales and the refinement of this element of the design has been more complicated than originally anticipated, and as a result, these conditions have not yet been able to be formally 'cleared'. In addition, the 'market' for apartments in Perth has dropped slightly, resulting in a slower 'presale' process than originally anticipated.

As a result of these issues, the two year 'default' approval timeframe for the development application has now passed and, as the development has not been 'substantially commenced' within that timeframe, the development application has expired.

Advice from the City indicates that based on the recent amendments to the R-Codes, the existing approval for a multiple dwelling development is not able to be extended until the site's density coding under the Scheme is amended. This scheme amendment is therefore sought to allow for the site to be developed for the previously approved, high quality 'multiple dwelling' outcome, which will significantly enhance the open space on the northern portion of the site, deliver a bona fide 'public park', provide passive surveillance over that park, and provide an appropriate transition between the higher coded Bethanie Illawong Retirement Village to the east and the lower coded areas to the west, while also helping to deliver a diverse range of dwellings advocated by the City of Cockburn.

Figure 1 – Location Plan



Subject Site

Property Description

No. 16 (Lot 432) Rodd Place, Hamilton Hill is located within the municipality of the City of Cockburn, within close proximity to the Phoenix Shopping Centre and the Southwell Local Centre. The subject site is 7,639m² in area and bound on all sides, except the east (and portions of the north) by a series of Public Access Way's (PAW).

The surrounding area is dominated by single or two storey houses, with the exception of the Bethanie Illawong Retirement Village which abuts the site's eastern boundary and has a split density code of R35/80. While the current development on this property comprises a series of single storey units it has the potential to be developed for a significantly greater density.

Refer to Figure 1 – Location Plan

Refer to Figure 2 – Site

Refer to Figure 3 – Aerial Plan

The subject site is currently used as an informal park, though only the northern portion is zoned for recreation purposes. The only improvement on the site is a small sand pit and play area located towards the centre.

To the west and north, a paved path has been constructed in the PAWs. It is understood the PAW along the southern edge of the site has recently been offered to the adjoining owners for sale, many of whom have expressed an interest in purchasing a portion. This PAW is therefore likely to soon to be extinguished, though the others will remain in place to ensure ongoing access to the park.

The particulars of the Certificate of Title are detailed in Table 1.

Table 1 - Certificate of Title Details

Lot	Plan/ Diagram	Area	Vol/Fol	Registered Proprietor
432	D5/125	7,639m ²	1596/853	Rodd Place Development Pty Ltd

Refer to Appendix A - Certificate of Title

Context

The subject site is located approximately 17 kilometres south west of the Perth CBD and six kilometres south east of Fremantle. Access to the surrounding road network is provided by Phoenix Road to the south of the site and Stock Road. The surrounding area is predominately characterised by a mix of low and medium density single residential developments. The Bibra Lake industrial/commercial area is less than one kilometre east of the site on the other side of Stock Road.

There are several schools in proximity including Southwell, Phoenix and Spearwood Primary Schools, which are all within 800 metres. The Phoenix Shopping Centre is located around 500 metres south west of the site and includes both Coles and Woolworths supermarkets and many other specialty stores. The Southwell Local Centre is also located with 400 metres of the subject site.

The site has relatively good access to public transport with buses running along Southwell Crescent at the other end of Rodd Place and others along Phoenix Road. These buses run between Fremantle and Cockburn Central Train Station and Murdoch University and Train Station, where trains link to the CBD and Mandurah and run regularly.

In terms of access to open space and recreation areas there are several local parks in the area. Manning Park, a large area which incorporates natural bush land, a lake, paths and play equipment is also located only two kilometres to the west of the site. Beyond the park, CY O'Connor reserve and North Coogee beach provide more passive recreation opportunities. 2.5 kilometres to the east of the site, close to Bibra Lake is Adventure World which is open in the warmer months.

Refer to Figure 4 – Bus and Cycle Routes

Figure 2 – Site

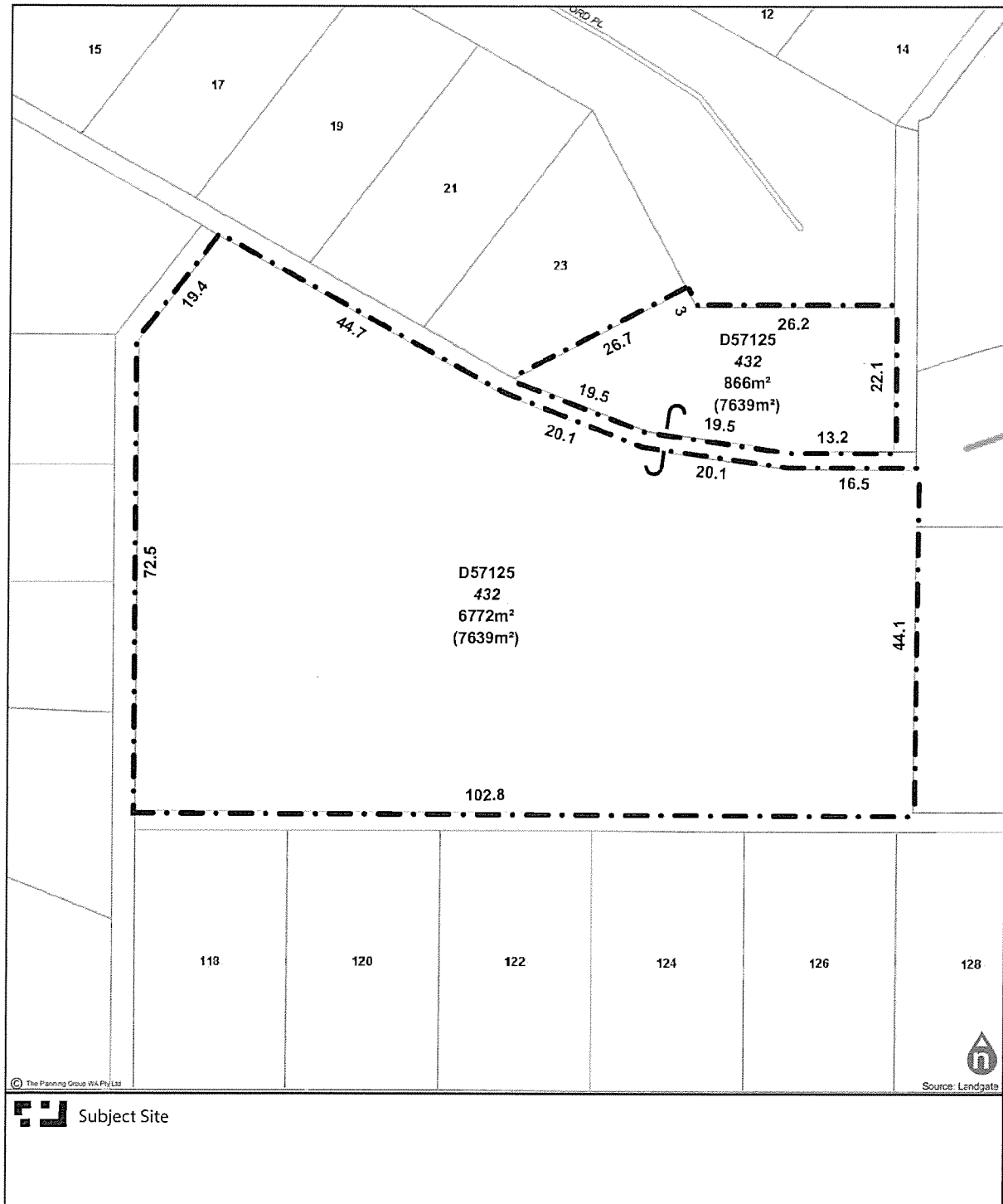


Figure 3 - Aerial Plan



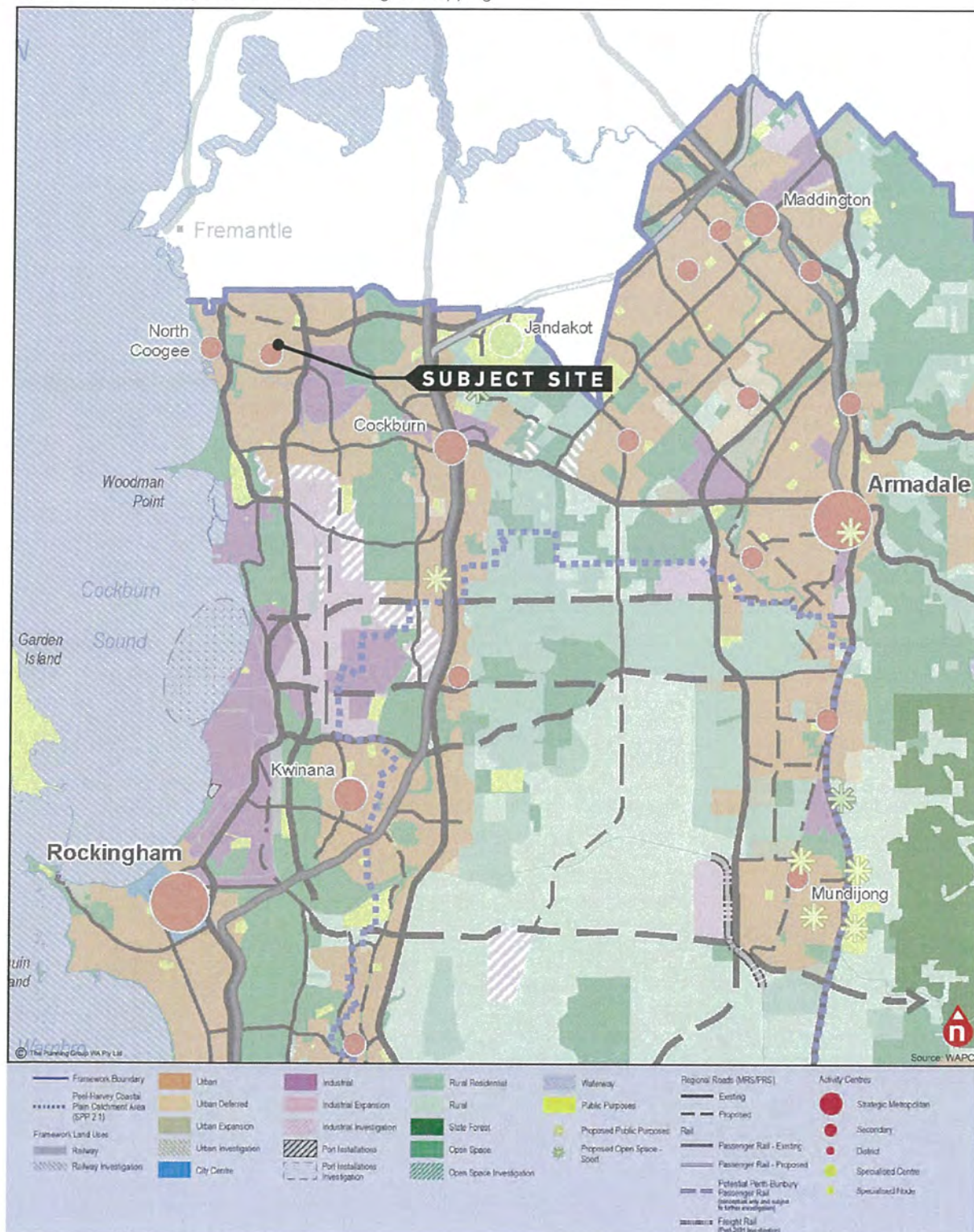
The map displays the Phoenix area with the proposed Phoenix Trail highlighted in red. The trail runs along the southern edge of the city, passing through several parks including Goodchild Park, Eliza Park, Southwell Reserve, Dubove Park, and Bavich Park. Major roads shown include Southwell Rd, Southwell St, and Southwell Pl. The map also indicates the locations of Southwell Prim Sch and Southwell Reserve. A legend at the bottom identifies the red line as the 'other shared path (shared by pedestrians & cyclists)', the blue line as the 'bus route', and the blue circle as the 'bus stop'. The map is sourced from WAPC.

Acid Sulphate

Acid sulphate soils (ASS) are naturally occurring soils and sediments containing sulphide minerals. In an undisturbed state below the water table, these soils are not acidic, however, if the soils are drained, excavated or exposed, the sulphides will react with oxygen to form sulphuric acid.

A desktop search of Landgate's Shared Land Information Platform (SLIP) indicates that the site has a low risk of ASS occurring beyond 3m of natural ground level. It is not envisaged that acid sulphate soils will be disturbed by excavation works required as part of the future proposed development on the site.

Figure 5 – 'South Metropolitan and Peel Sub-Region' Mapping



Planning Framework

Strategic Planning Documents

Directions 2031 and Beyond

The Western Australian Planning Commission (WAPC)'s Directions 2031 and Beyond (Directions 2031) document is a spatial framework; a high level strategic plan that establishes a vision for the future growth of the Perth and Peel metropolitan region. Directions 2031 provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

Directions 2031 establishes a vision for the future growth of the Perth and Peel region:

"By 2031, Perth and Peel people will have created a world-class liveable city: green, vibrant, more compact and accessible with a unique sense of place."

The above vision is supported by a number of key objectives. The objectives relevant to this scheme amendment request are as follows:

- *Sustainable: We should grow within the constraints placed on us by the environment we live in; and*
- *Responsible: We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure.*

A primary strategy underpinning the document is establishing targets to improve upon current infill development trends to assist in accommodating the rapidly growing population of the Perth and Peel region. Specifically, Directions 2031 sets a target of 47% or 154,000, of the required 328,000 dwellings, being provided as infill development as a way of managing growth. The subject site is identified by Directions 2031 as being within the 'South West Sub-Region' in an existing urban area, which Directions 2031 indicates should be developed for targeted for infill development.

This scheme amendment application directly responds to these aspirations by facilitating the development of a high quality, infill proposal in an established suburb within close proximity to a local and district centre, high quality public open space and public transport.

Draft Perth and Peel @ 3.5 Million

The Draft Perth and Peel @ 3.5 Million framework is an overarching suite of documents which builds on the vision established under Directions 2031. It aims to achieve a more consolidated urban form to meet long-term housing needs and strengthen key activity centres and employment nodes as the Perth and Peel population grows to 3.5 million. The framework guides infill development to increase residential housing choice and to reduce the need for people to commute long distances for work.

Similar to Directions 2031, the subject site is located within the 'South Metropolitan and Peel Sub-Region', which is identified as having the following priorities considered relevant to the proposed development:

- *Develop a consolidated urban form that limits the identification of new green field areas to where they provide a logical extension to the urban form, and that places a greater emphasis on urban infill and increased residential density, and*
- *Maximise the use of existing infrastructure, including transport, community/social and service, where there is a concentration of urban and employment opportunities.*

Refer to Figure 5 – 'South Metropolitan and Peel Sub-Region' Mapping

The 'South Metropolitan and Peel Sub-Regional Planning Framework' expects the sub-region to experience relatively strong population growth through to 2050, influenced by, among other things, the provision of

relatively affordable housing as well as employment and lifestyle opportunities. The sub-regional population is predicted to grow considerably by 2050 from 523,400 to 1,264,400 people. It is critical that planning for the predicted population growth focuses on making the most efficient use of transport networks, service infrastructure, employment and key community/social infrastructure facilities. A foundation of the proposed consolidated urban form is to concentrate the majority of the population within reasonable proximity of a wide range of services and activities.

The proposed scheme amendment is highly consistent with these objectives as it will facilitate urban infill development, providing an increasing density and promote more diversity of housing form in a locality within close proximity to a number of commercial and civic destinations, employment areas, areas serviced well by public transport and infrastructure and overlooking a public park.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) details broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

SPP4.2 also reflects the WAPC's intention to encourage and consolidate residential and commercial development in activity centres so that they contribute to a balanced network.

SPP4.2 identifies Phoenix Shopping Centre (formerly Spearwood) as a 'District Centre' within the Activity Centre Hierarchy. District Centres have a walkable catchment of 400 metres and provide a range of daily and weekly shopping services. The subject site is located just beyond the catchment area (520 metres).

While not dealt with directly by SPP4.2 the subject site is also located within close proximity to the Southwell Local Centre (further discussed below). Local Centres provide lower order services to the immediate surrounding residents and are complementary to larger,

higher order Centres. As shown in Figure 6 below, the subject site is located right between both centres and in close proximity to high frequency public transport with buses running along Phoenix Road and Southwell Crescent, the subject site is considered to meet the objectives of SPP4.2 and is an appropriate location for increased density development.

City of Cockburn Local Commercial and Activity Centres

The City of Cockburn's Local Commercial and Activity Centres Strategy (LCACS) is an important planning document for implementing the new direction for the planning of activity centres in Perth and Peel set by the refreshed policy context outlined in Directions 2031 and beyond and State Planning Policy No. 4.2 – Activity Centres for Perth and Peel.

Pursuant to the LCACS the subject site located between the Phoenix District Centre and the Southwell Local Centre. The LCACS identified that the Phoenix District Centre currently has a shortfall of 802 dwellings when assessed against the desired dwelling targets of the LCACS. The LCACS does not provide details on desired dwelling targets for centres lower than District in the Activity Centres hierarchy. As such, no current housing numbers or infill targets are provided for the Southwell Local Centre.

The proposed scheme amendment affords an opportunity to provide an increase in residential density at a site strategically located between two complementing centres, which will increase the service base for both centres and assist with realising the resident and housing infill targets for the Phoenix District Centre as detailed in the LCACS.

Phoenix Central Revitalisation Strategy and Activity Plan

The Phoenix Central Revitalisation Strategy and Activity Plan (PCRS) was adopted by the City in 2009 with the aim of providing a strategic framework for improvements to the Phoenix town centre and parts of the suburbs of Spearwood and Hamilton Hill for the next ten years. The study area covers an approximately 800m walkable catchment from the Phoenix town centre, which the subject site is located within.

Figure 6 - Phoenix Revitalisation Strategy

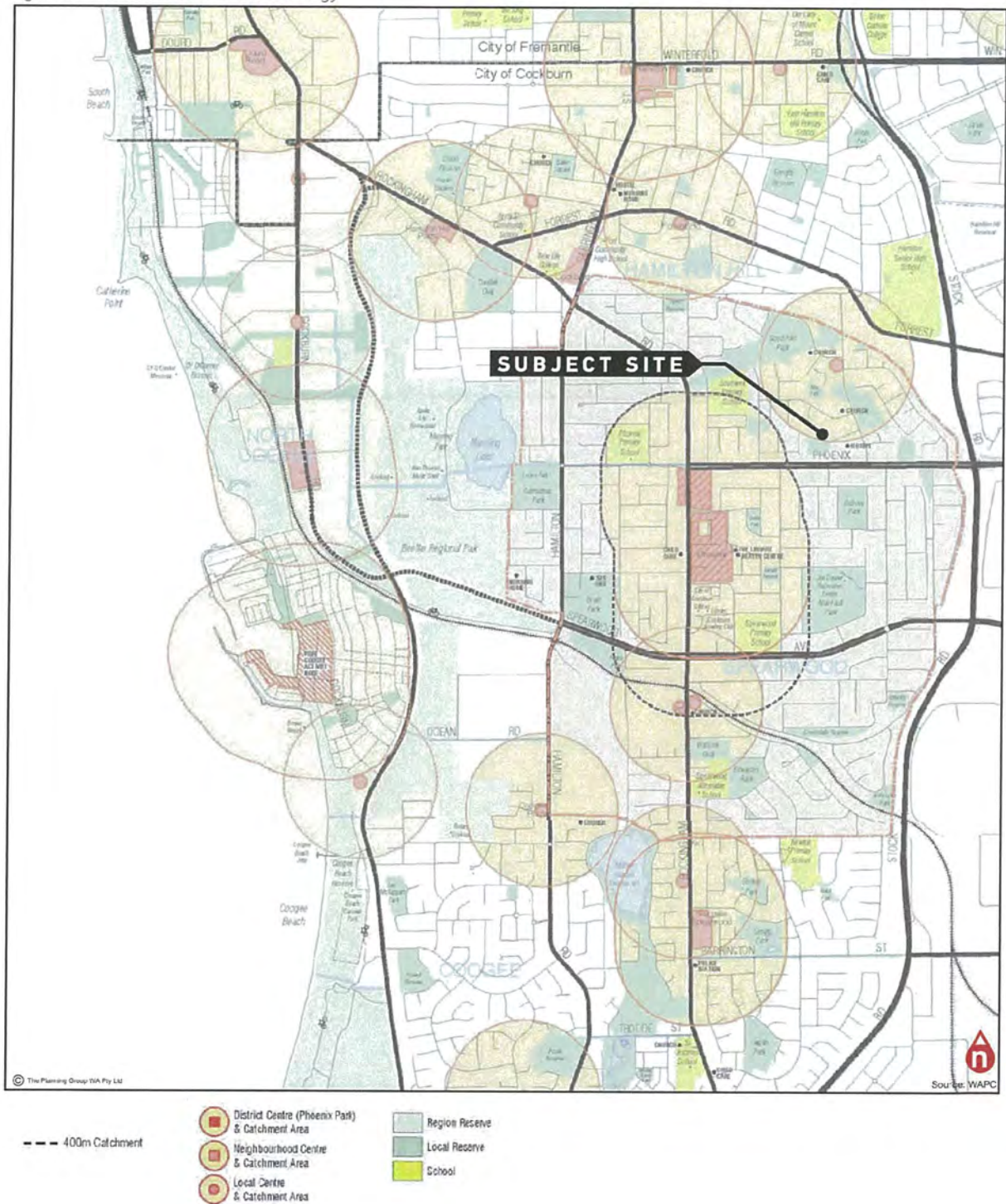


Figure 7 – Local Planning Scheme No. 3 Map Extract



The PCRS recommended increasing residential densities from R20 to R40 in the 400m walkable catchment of the Phoenix town centre and around local centres, parks and along major public transport routes to facilitate a greater range of housing options within a close proximity to commercial and civic destinations.

Refer to Figure 6 - Phoenix Revitalisation Strategy

The PCRS recommended increasing the residential density of the subject site to R30. At the time of the PCRS's adoption, the R30 density coding was an appropriate density for multiple dwellings. The proposed scheme amendment to recode the subject site to R40 is therefore considered to be very well aligned with the PCRS, as it will allow for multiple dwellings to be developed at the subject site which responds appropriately to the overarching objective of the Strategy by providing increased density around high quality POS and within close proximity to the Southwell Local Centre and Phoenix District Centre.

Statutory Planning Framework

City of Cockburn Local Planning Scheme No. 3

The City of Cockburn Local Planning Scheme No. 3 (LPS3 or the Scheme) was gazetted in 2002 and is a statutory Scheme that provides guidance for the development and use of land and buildings. The general aims of the Scheme are to:

- a) *ensure that development and the use of land within the district complies with accepted standards and practices for public amenity and convenience;*
- b) *ensure that the future development and use of land within the district occurs in an orderly and proper way so that the quality of life enjoyed by its inhabitants is not jeopardised by poor planning, unacceptable development and the incompatible use of land.*

Under LPS3, the northern portion of the site is reserved 'Parks & Recreation' and the southern portion zoned 'Residential R30'. The land to the west of the site is predominantly coded R30, with multiple pockets of higher coded areas around local parks (such as the properties around Dubove Park to the south of the site), commercial centres and the like. To the east of the site

is the Bethanie Illawong Retirement Village, which has a split density coding of R30/80, and is therefore likely to be re-developed in the future for a significantly greater density of development than the current single storey units.

Refer to Figure 7 - Local Planning Scheme No. 3 Map Extract

The objective of the residential zone is to "...provide for residential development at a range of densities with a variety of housing to meet the needs of different household types through the application of the Residential Design Codes."

Table 1 of LPS3 details the permissibility of land uses within the City. Pursuant to Table 1 of LPS3, 'Multiple Dwellings' are deemed a 'Discretionary' ('D') use within the Residential zone. A discretionary use means "that the use is not permitted unless the local government has exercised its discretion by granting planning approval". Note 3 of Clause 3.3 of LPS3 states "in considering a 'D' use, the local government will have regard to the matters set out in clause 67 of the Deemed Provisions". As such, the amendment will not affect the City's ability to have discretion over any future development applications for the subject site.

The proposed scheme amendment responds to the aims and objectives of the Scheme and the Residential zone by:

- Facilitating the development of a slightly higher density multiple dwelling development which will provide an appropriate interface between future higher density development on the Bethanie Illawong Retirement Village to the east and lower coded areas to the west;
- Adding to the diversity of dwelling typologies in the area and providing a development offering a variety of housing options in one, two and three bedroom units in a locality close to a local park, the Southwell Local Centre, the Phoenix Shopping Centre, and a number of employment, civic and recreational destinations; and
- Facilitating a high quality development which will deliver a quality public park and improve the amenity and safety of that space by providing passive surveillance in the form of balconies and major openings overlooking and addressing it.

Planning and Development (Local Planning Scheme) Regulations 2015

In August 2015, the Planning and Development (Local Planning Scheme) Regulations 2015 were gazetted. In addition to other matters, the Regulations introduce new requirements to standardise the processing of scheme amendments throughout the State. The Regulations divide scheme amendments into 'simple', 'standard' and 'complex' amendments, which each have different processing requirements and timeframes. The City have advised this amendment would be assessed as a 'standard' amendment.

density residential developments in the City. The Policy provides a number of provisions relating to; sustainable building design, design of outdoor living areas and façade treatments. Clause 15 of the Policy provides the specific requirements for split coded R30/40 lots fronting POS in order to develop to the higher density, which generally require higher density developments to provide a high standard of amenity for residents, provide passive surveillance over adjacent streets and POS, and other related provisions. It is noted that the previously approved development, which the proposed amendment aims to facilitate, is highly consistent with these objectives.

Residential Design Codes

The Residential Design Codes of Western Australia (R-Codes) provide a statutory framework for the development of residential dwellings across the State. The R-Codes provide provisions in relation to different types of residential development including controls over minimum lot size, building size and height, setbacks, open space, streetscape, outdoor living areas, landscaping, parking, access, privacy, solar access and the like.

In terms of the density of development permitted on site, the R-Codes require that single, grouped dwellings and multiple dwellings in areas coded R30 be controlled by minimum site area per dwelling requirements (which cannot be varied), whereas multiple dwellings in areas coded R40 or higher are controlled via plot ratio (which is able to be varied). The current R30 density requirements limit the development opportunities of the subject site to no more than 25 dwellings (potentially less depending on the configuration). As the development of 25 multiple dwellings (which are typically smaller in floor area than grouped dwellings of single houses) would not be feasible, the only likely development outcome for the site under the R30 coding would be for single or grouped housing, which we believe would be a lost opportunity on a site such as this.

Local Planning Policy 1.2 – Residential Design Guidelines

Local Planning Policy 1.2 – Residential Design Guidelines (LPP1.2 or the Policy) was prepared by the City to assist in improving the design quality of medium and high

Proposal

This application seeks support to amend the City of Cockburn Local Planning Scheme No. 3 to increase the density coding of the southern portion of No. 16 (Lot 432) Rodd Place, Hamilton Hill from R30 to R40. The proposed rezoning would facilitate the development of the site for a high quality multiple dwelling development overlooking a park and in particular allow our Client to implement the development application already approved by the City in 2014.

Discussions with City's planning officers has identified the proposed scheme amendment would be considered a 'Standard scheme amendment' pursuant to the Regulations 2015.

Table 2 details the difference in site requirements between the current R30 density coding and the proposed R40 density coding.

The table below demonstrates the scheme amendment will result in minor changes to the site development requirements for the subject site apart from the ability for multiple dwellings to be assessed against the plot ratio controls rather than the 'average site area'.

As mentioned previously, the scheme amendment will not limit or reduce the City's control over residential development at the subject site, instead it provides an opportunity to consider a greater range of housing options at the subject which responds to the growing diversity in housing options sought by home buyers in the area.

Future Development

Under the current R30 density coding, the subject site is only able to be feasibly developed for single or grouped dwellings which, when considering the context of the subject site, is not considered to be its highest or best use. The scheme amendment presents an opportunity for the subject site to be developed for multiple dwellings which appropriately responds to the objectives of the State's strategic planning framework and the objective of the Residential zone pursuant to LPS3.

As mentioned previously in this report, it is the intention of the landowner to seek an extension of approval for a previously approved development application once the scheme amendment is gazetted. The previously approved development is a quality, architecturally designed residential development comprising 47 one and two bedroom multiple dwellings which overlooks the upgraded public park. The proposed development is three storeys in height. High quality landscaping will also be provided both within the public park and throughout the development, including within the private courtyards. Existing trees in the park will be retained wherever possible, as will the large tree on the southern boundary of the site.

Table 2 - Residential Design Codes Requirements for R30 and R40

Density Coding	Dwelling Type	Minimum Site Area	Average Site Area	Maximum Plot Ratio	Minimum Open Space	Minimum Primary Street Setback	Side and Rear Setbacks
R30	Single/Grouped Dwelling	260m ²	300m ²	N/A	45% of site area.	4 metres	Based on the height and length of the wall.
	Multiple Dwelling	N/A	300m ²	N/A			
R40	Single/Grouped Dwelling	180m ²	220m ²	N/A	45% of site area.	4 metres	Unchanged from R30 coding.
	Multiple Dwelling	N/A	N/A	0.6:1			



Expected Traffic Impact

The scheme amendment seeks to increase the residential density coding of 16 Rodd Place, Hamilton Hill from its existing R30 to and increased R40 coding to allow for a multiple dwelling development to be constructed on site.

Vehicle Access and Parking

Access Arrangements

Vehicle access to the site will be provided via a single crossover, on Rodd Place.

Rodd Place is considered an 'Access Road' as per the Main Roads Western Australia (MRWA) Road Information Mapping System and therefore has design capacity in the order of 3,000 vehicles per day (VPD).

The following section details the carrying capacity of the road when assessed against an R30 grouped dwelling development, R40 grouped dwelling development and the proposed R40 multiple dwelling development.

Expected Dwelling Yield

The assessment in Table 3 is based on the average lot size requirements of the R-Codes and the subject site total area of 7,639m².

Vehicle Parking

An assessment of the required parking against the relevant R-Codes requirements is presented in Table 4. It

should be noted the assessment of grouped dwellings is assuming all dwellings contain two or more bedrooms.

Anticipated Traffic Volumes and Hours of Operation

The NSW Roads and Traffic Authority's Guide to Traffic Generating Developments (which is used as a standard reference by traffic consultants in Perth) indicates that typical 'medium density residential flat buildings' generate vehicular movements in accordance with the following:

- Smaller Units and Flats (up to two bedrooms): 4-5 daily vehicle trips per dwelling, with 0.4-0.5 trips per dwelling occurring during peak periods.
- Larger Unit and Town Houses (three or more bedrooms): 5-6.5 daily vehicle trips per dwelling, with 0.5-0.65 trips per dwelling occurring during peak periods.

Table 5 details the expected vehicle trips per day (VTPD) and vehicle trips per hour (VPH) for a grouped dwelling development at the current R30 density coding, a grouped dwelling development at the proposed R40 density coding and the proposed multiple dwelling development.

As noted above, the MRWA Road hierarchy carrying capacity for Rodd Place is in the order of 3,000 vehicles per day. Based on the above figures, the additional traffic generated by the increased density would only

Table 3 - Expected Dwelling Yield

Density Coding	Dwelling Type	Minimum Site Area	Average Site Area	Maximum Expected Dwelling Yield (based on average lot size)
R30	Grouped/Multiple Dwelling	260m ²	300m ²	25 dwellings.
R40	Single/Grouped Dwelling	180m ²	220m ²	34 grouped dwellings.
	Proposed Multiple Dwelling	0.6:1	N/A	47 multiple dwellings.

Table 4 - State Planning Policy 3.1 – Residential Design Codes: Clause 6.3.3 Parking

Requirement	Required
Grouped Dwellings (R30)	
Resident Parking Where the development is not located within 250m of a high frequency bus route, parking to be provided in accordance with the following: 2 bedrooms or more: 2 parking bays required	A total of 50 resident parking bays would be required for a grouped dwelling development containing 25 dwellings.
Grouped Dwelling (R40)	
Resident Parking Where the development is not located within 250m of a high frequency bus route, parking to be provided in accordance with the following: 2 bedrooms or more: 2 parking bays required	A total of 68 resident parking bays would be required for a grouped dwelling development containing 34 dwellings.
Resident Parking (Multiple Dwelling)	
Resident Parking Where the development is located within 250m of a high frequency bus route, parking to be provided in accordance with the following: Less than 110m ² and/or 1 or 2 bedrooms: 1 bay per dwelling. More than 110m ² and/or 3 bedrooms plus: 1.25 bays per dwelling.	A total of 47 resident parking bays would be required for a multiple dwelling development containing 47 one or two bedroom units of less than 110m ² .
Visitor Parking	
Visitor Parking (Grouped Dwelling) Visitor parking is to be provided at a rate of one bay per four dwellings	A total of 5.25 (6) visitor parking bays would be required for a grouped dwelling development containing 34 dwellings. A total of 7.5 (8) visitor parking bays would be required for a grouped dwelling development containing 34 dwellings.
Visitor Parking (Grouped Dwelling) Visitor parking is to be provided at a rate of 0.25 bays per dwelling.	A total of 10.75 (11) visitor parking bays would be required for a multiple dwelling development containing 47 units.

Table 5 - Expected Vehicle Trips

Density Coding	Dwelling Type	No. Dwellings	Min VTPD	Max VTPD	Min VTPH	Max VTPH
R30	Single/Grouped Dwelling (3 bedroom)	25	125	150	12.5	15
R40	Single/Grouped Dwelling (3 bedroom)	34	170	204	17	20.4
	Proposed Multiple Dwelling	47	188	235	18.8	23.5

be between 63-85 vtpd. Given the cul-de-sac design of Rodd Place and the relatively limited number of crossovers onto the road, it is expected that the existing traffic on the road would be significantly less than 3,000 vehicles per day, so expected daily trip generation by the proposed development of between 188 and 235 vtpd is not considered to have any material or adverse impact on the operation of Rodd Place.

promote alternative methods of transport for short journey trips.

Location of nearest bus stops, train stations and level of accessibility

The site is well located in terms of access major roads and bus routes, being approximately 100 metres from Phoenix Road and Southwell Crescent. Both roads service a number of bus routes connecting to train stations and the wider bus network (refer to Figure 4 published earlier in this report).

Pedestrian Access

There are existing pedestrian facilities running along the boundary of the subject site connecting the site to Phoenix Road, Fenton Way, Bickford Place and Rodd Place. Both Phoenix Road and Rodd Place provide access to bus services, with a high frequency service running along Phoenix Road connecting Phoenix Shopping Centre and Murdoch Train Station.

Cycle Access

The subject site has access to a number of high quality bicycle facilities (refer Figure 4). Department of Transport (DoT) mapping identifies Phoenix Road having a 'High Quality Shared Path' running along its entirety and connecting to wider shared path network. A number of the surrounding streets are also identified as being 'good on road cycling environments' including Epingham Road and Bourbon Street. These roads also provide connection to a number of shared paths and 'hard shoulder on road cycling lanes'.

Overall, proposed development is considered to be relatively minor in scale and when assessed against expected group developments does not pose a significant increase in traffic. The above assessment has been conservative in its assessment of vehicle trips, with a high likelihood that the subject site's close proximity to activity centres and alternative transport options would

Justification

The proposed amendment will allow for a previously approved and appropriate development to occur at the subject site and does not pose a risk to the City in their ability to have discretion over future development of the subject site. An R40 coding has been sought due to the relatively minor increase in density and its ability to facilitate the multiple dwelling development previously approved. The R40 coding will also provide an appropriate transition from the existing split coded R35/80 site to the east of the site and the existing R30 properties to the west.

Currently under the R30 density coding, the only likely feasible development option for the site would be for grouped dwellings. Depending on the configuration of these dwellings, setbacks of as little as one metre to neighbouring properties could be permitted under the R-Codes which while deemed to comply, would most likely have a detrimental impact on the existing residential properties that surround the site through the increase in building bulk and reduction in ventilation and access to sunlight to these existing properties.

A grouped dwelling outcome would most likely also configure in the rear of properties to face the existing POS. This would result in negative outcomes in terms of surveillance of the POS as no active frontage or interaction between the development and the POS would occur. The vertical nature of multiple dwelling developments means that greater setbacks can be provided to neighbouring development.

A multiple dwelling development, which would be facilitated by the proposed amendment is considered to be the best outcome of the site as it provides the opportunity for smaller dwellings stacked above one another development to address the public park, provide greater setbacks to adjoining properties (particularly the residential properties to the south), provides a better outcome in terms of privacy and overshadowing, as well as providing more open space and allowing for the retention of the mature trees on the site itself wherever possible.

Refer to Figure 8 – Grouped and Multiple Dwelling Development Comparison

The proposed amendment responds to the aims and objectives of the Scheme and the Residential zone and is considered entirely consistent with the orderly and proper planning for the site as follows:

- It will assist with realising a number of residential infill and increased density planning objectives as detailed within Directions 2031 and Beyond and draft Perth and Peel @ 3.5 Million which identifies the south metropolitan region as a key infill location for increased housing density;
- The proposed amendment is very well aligned with the general intent of the Phoenix Central Revitalisation Strategy and Activity Plan as it allows for multiple dwellings to be developed at the subject site which responds appropriately to the overarching objective of the strategy by providing increased density around high quality POS and within close proximity to the Southwell Local Centre and Phoenix District Centre;
- It will facilitate development which provides an appropriate transition down in density and interface between future higher density development on the Bethanie Illawong Retirement Village to the east, which has a split density code of R30/80, and lower coded areas to the west;
- It will facilitate the development of multiple dwellings at the subject site which adds to the diversity of dwelling typologies on a site directly adjacent a local park, as well as the Southwell Local Centre, Phoenix Shopping Centre and a number of employment, civic and recreational destinations; and
- It will facilitate the construction of a high quality development which will also deliver a quality public park for the use and enjoyment of all surrounding residents and improve the amenity and safety of that space by providing passive surveillance in the form of balconies and major openings overlooking and addressing it.

Figure 8 – Grouped and Multiple Dwelling Development Comparison



Grouped dwelling configuration.

- Reduced setbacks to neighbouring Lots.
- Greater overshadowing.
- Less open space.



Multiple dwelling configuration.

- Greater height.
- Greater setbacks to neighbouring Lots.
- Less overshadowing.
- More open space.

Conclusion

This request to amend the City of Cockburn Local Planning Scheme No. 3 by increasing the density from R30 to R40, has been prepared by TPG+Place Match on behalf of Rodd Place Development Pty Ltd. The proposal will facilitate the development of the previously approved multiple dwelling development on the site in close proximity to the Phoenix Shopping Centre, the Southwell Local Centre, multiple bus services and POS. This development will in turn provide direct community development by including the redevelopment of the public park.

The proposed scheme amendment is considered to be highly consistent with both the City's Local Planning Scheme and strategic plan for the Hamilton Hill area as well as Directions 2031 and the latest strategic direction of the State Government as outlined within the draft Perth and Peel @ 3.5 million document.

The proposed scheme amendment is therefore considered to be consistent with the orderly and proper planning of the area, ensuring that future development will not be out of place with the established amenity of the area and will enhance the amenity of the subject site including the future public park, and the surrounding area.

For these reasons, we respectfully request the City initiate the scheme amendment request.

Appendix A

Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER	
432/D57125	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	13/4/2015

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
1596FOLIO
853

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 432 ON DIAGRAM 57125

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

RODD PLACE DEVELOPMENT PTY LTD OF SUITE 11, 1ST FLOOR, 40 ST QUENTIN AVENUE, CLAREMONT
(T M926845) REGISTERED 3 MARCH 2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. M926846 MORTGAGE TO SOVEREIGNTY MORTGAGE NO. 24 PTY LTD REGISTERED 3.3.2015.
2. *M926847 CAVEAT BY CITY OF COCKBURN LODGED 3.3.2015.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1596-853 (432/D57125).
PREVIOUS TITLE: 1564-801, 1555-331, 1543-357, 1410-808.
PROPERTY STREET ADDRESS: 16 RODD PL, HAMILTON HILL.
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.



SCHEDULE OF SUBMISSIONS
PROPOSED AMENDMENT NO. 124 – RODD PLACE, HAMILTON HILL



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Western Power GPO Box L921 PERTH WA 6842	<p>Thank you for submitting your due diligence request to Western Power in relation to your proposed work. Your proposal is being reviewed, and we will contact you directly for more information if required.</p> <p>This email should not be considered to be an approval or non-objection to your works.</p>	Noted.
2	Landowner	SUPPORT	Noted.
3	Telstra, Forecasting & Area Planning Locked Bag 2525 PERTH 6001	<p>Thank you for the above advice. At present, Telstra Corporation Limited has no objection.</p> <p>Should you require any more information regarding Telstra's new infrastructure policy, please read below or contact me.</p> <p>Latest Telecommunications Policy The Federal Government has deemed developers are now responsible for telecommunications infrastructure on all developments, i.e. conduits, pits and the cost of the cable installation by Telstra or other carrier. Telstra can provide a quote for the pit and pipe and/or cable. This is explained on the Telstra Smart Community website below. The owner/developer will have to submit an application before construction is due to start to Telstra (less than 100 lots or living units) or nbn™ network (for greater than 100 lots or living units in a 3 year period).</p> <p>Applications to Telstra can be made on the Telstra Smart Community website: http://www.telstra.com.au/smart-community</p> <p>More information regarding nbn™ network can be found on their website http://www.nbnco.com.au/develop-or-plan-with-the-nbn.html</p> <p>Please dial 1100 (Dial before You Dig) for location of existing services.</p> <p>Federal Government Telecommunications Infrastructure in New Developments Policy May 2015 https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments</p> <p>STATE PLANNING POLICY 5.2 Telecommunications Infrastructure August 2015</p>	Noted.

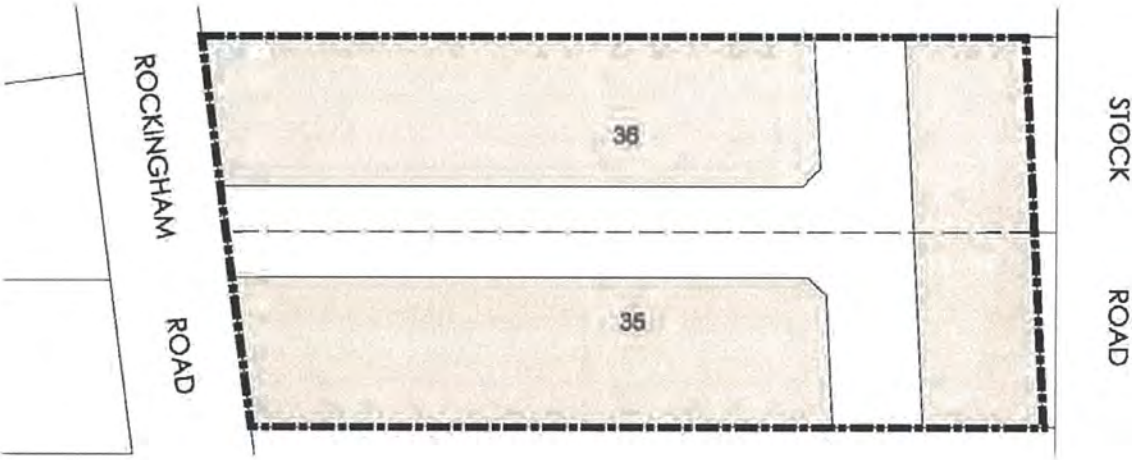
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		http://www.planning.wa.gov.au/dop_pub_pdf/Telecommunications_Infrastructure.pdf Communications Alliance - G645:2011 Fibre Ready Pit and Pipe Specification for Real Estate Development Projects http://www.commsalliance.com.au/Documents/all/guidelines/g645	
4	Vernon Harrison 14b Rodd Place HAMILTON HILL WA 6163	<p>OBJECT</p> <p>The main reason for my concern is for the extra traffic that will be using Rodd pl. On any given day, this road is reduced to a one lane road by the workers and visitors to the retirement village across the road. These cars are even parking at the end of the cul-de-sac. They park on both sides of the road, making it very difficult to weave down the road. If this project goes ahead, it will add at least another 80 cars a day to the problem. If they build 40 units, then this mean that each unit will have a least 2 cars per unit, there could be more when the owner rent out the unit and they have 3 or 4 people living in each unit. People will start parking out on the road at night. This will create a problem with crime. These cars will become easy targets for breaking into. I live at the end of Rodd pl and I own a caravan. At the moment I can get the van in and out with a bit of work getting around the cars, if this project goes ahead, I will probably need to sell my van rather that to try and find the owners of each car to get it moved.</p> <p>This area has been a public open space for over 30 years. Many children have enjoyed this park and many of the elderly residents form the retirement village have enjoyed the sunsets. I know I'm wasting my time writing this letter, as the project will go ahead no matter what. But the council needs to keep the number of units down to a minimum so this keeps the traffic down and hopefully we don't lose our view of the wonderful sunsets that we has enjoyed for over 30 years.</p>	<p>Should maximum re-development/additional development opportunities be utilised by those landowners (excluding the subject land) there is a potential total of 742 vehicle movements on Rodd Place. In conjunction with development of the subject land at an R40 coding (estimated 235 vehicle trips per day), this is a estimated maximum total of 977 vehicle trips per day on Rodd Place. This is still substantially less than the 3000 vehicle trips per day that the road has capacity for as a 'Access Road' (Main Roads WA - Road Hierarchy for Western Australia Road Types and Criteria).</p> <p>It is therefore considered that the total anticipated daily vehicle trips on Rodd Place under an R40 coding scenario for the subject land, and factoring in possible additional development of other properties in Rodd Place, would be acceptable and within the design capacity of the existing road.</p> <p>In terms of on-street parking is controlled by the City of Cockburn's Parking and Facilities Local Law 2007 to maximise the use of available road and footpath space and to provide access to parking for all motorists.</p> <p>Vehicle parking for the subject site will be required to be addressed in accordance with the requirements of the R-Codes, which includes requirements for on-site visitor parking. The previously approved development application for 47 multiple dwellings (contained within Attachment 2 – page 18) demonstrated that the resident and visitor parking could be accommodated on the subject land without impacting of the amenity of the adjacent area.</p> <p>The subject land was formally owned by the City in freehold, and the current reserve and zoning configuration was identified through the Phoenix Rise Master Plan (adopted in 2006), to enable residential development to occur overlooking a redeveloped public open space ("POS"). Amendment No. 38 to the Scheme implemented these Phoenix Rise zoning</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			changes.
5	Main Roads WA PO Box 6202 EAST PERTH WA 6892	The proposed amendment is not in the vicinity of any road under the care and control of Main Roads Western Australia. Therefore, Main Roads has no comments.	Noted.
6	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>ATCO Gas Australia has Medium Pressure (DN50PVC MP 80kPa) gas mains and infrastructure within the road reserve of Rodd Place. Any development within the proposed portion of Lot 432 will require a mains extension to the property.</p> <p>ATCO Gas Australia does not have any objection to the proposed Town Planning Scheme No. 3 Amendment No. 124, best described within the advertised report dated 13 June 2017 Town Planning Scheme No. 3 Amendment No. 124 - for that portion of Lot 432 (and also portion of Lots 22 and 23) Rodd Place, Hamilton Hill</p> <p>Please see the attached Figure for your record Donna. ATCO Gas Australia in this instance will not be lodging a written submission.</p>	Noted.
7	Department of Education 151 Royal Street EAST PERTH WA 6004	The Department has reviewed the document and wishes to advise that there is no objection to this proposed Amendment	Noted.
8	Eric Lagesse 44 Maw Close PALMYRA WA 6157	SUPPORT	Noted.
9	Landowner	<p>OBJECT</p> <p>Due to privacy concerns of height of buildings and the amount of apartments to be built on land.</p>	<p>The maximum building heights set out in the R-Codes for the current R30 coding, and the proposed R30/40 coding are the same, therefore the proposed recoding will not result in any additional building height.</p> <p>The proposed recoding of the subject land from R30 to R30/40 is consistent with the coding principles set out in the Phoenix Revitalisation Strategy for land adjacent to POS.</p>
10	Michael Leers & Sonja Zobec PO Box 1186 BRIDGETOWN WA 6255	SUPPORT	Noted.
11.	Trevor and Susan Milton	<p>OBJECT</p> <p>Unless it could be guaranteed that any dwellings built in this land did not exceed two storeys we object to the R-Code being increased.</p> <p>The rise of the land from Phoenix Road to the back of the delineated land is quite</p>	<p>The maximum building heights set out in the R-Codes for the current R30 coding, and the proposed R30/40 coding are the same, therefore the proposed recoding will not result in any additional building height.</p> <p>The proposed recoding of the subject land from R30 to R30/40</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>steep and any 2 storey and above dwellings will have clear view into the backyards of lots backing onto 17.</p> <p>We believe the R-Code that stands is substantial enough for the area.</p>	<p>is consistent with the coding principles set out in the Phoenix Revitalisation Strategy for land adjacent to POS.</p>



 City of Cockburn G.I.S Services Department	Attachment 1: Location Plan Proposed Structure Plan Lots 35-36 (No.588 – 590) Rockingham Road, Munster	PRINTED ON: 14/09/2017	SCALE = 1:2500	 NORTH
		DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.		




LEGEND

LOCAL SCHEME

LOCAL SCHEME ZONES

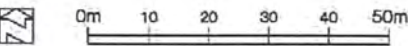
 Residential (RMD40)

LOCAL SCHEME RESERVE

 Local Road

OTHER CATEGORIES

 Structure Plan Boundary

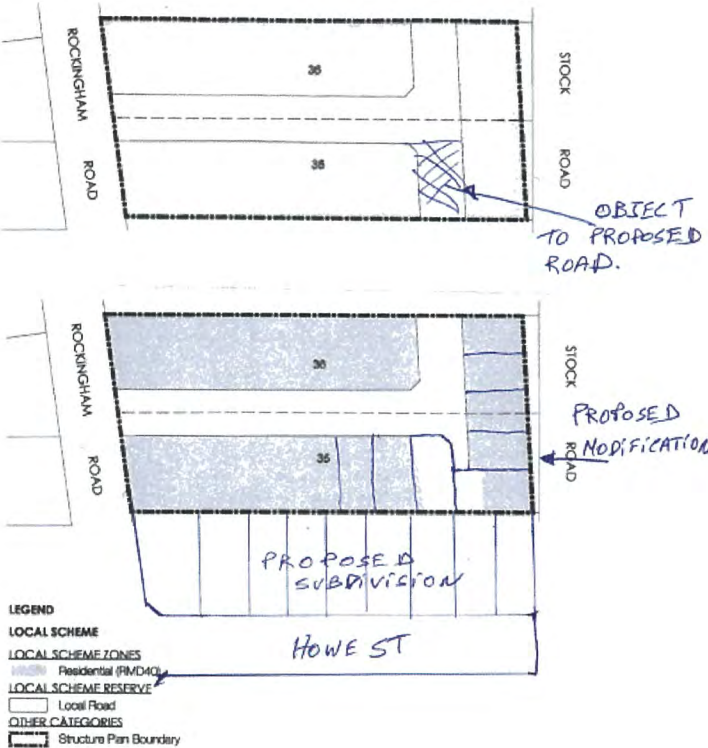
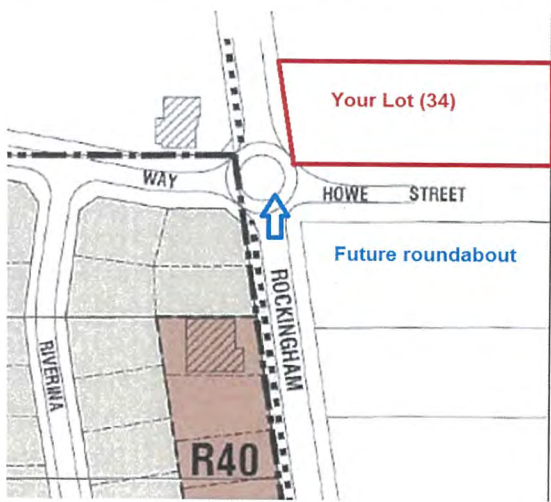


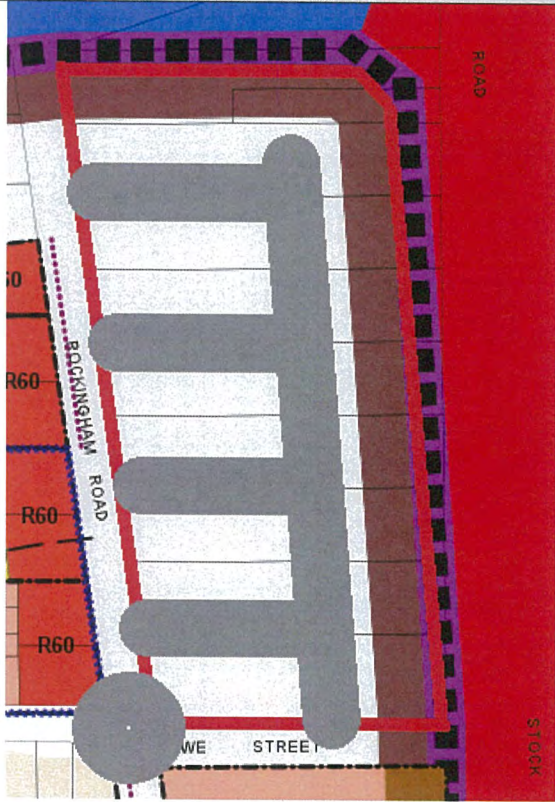
PLAN 1 - Structure Plan Map

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOTS 35 & 36 (No. 588 – 590) ROCKINGHAM ROAD, MUNSTER

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	WA Gas Networks (ATCO Australia) PO Box 3006 SUCCESS WA 6964	<p>SUPPORT</p> <p>ATCO Gas has a medium pressure gas main (DN155PVC 1.5MP 70kPa) within the road reserve of Rockingham Road although on the opposite side to lots 35 and 36 as shown on the *attached Figure*. Both lots currently have a domestic gas service registered against the lot that will need to be addressed or disconnected prior to any ground disturbance commencing.</p> <p>ATCO Gas does not have any objection to the proposed Structure Plan being approved by the City of Cockburn. (map attached)</p>	Noted. The applicant has been made aware of this comment via the Council reports referral to this Schedule of Submission table. Should the applicant wish for a copy of the “attached map” one will be provided to them.
2	Department for Planning, Lands and Heritage Locked Bag 2506 PERTH WA 6001	<p>SUPPORTIVE COMMENTS</p> <p>The Department of Planning Lands and Heritage (DPLH) have reviewed the areas subject to the Proposal and provide the following comments.</p> <p>Please be advised the DPLH is not aware of any reported Aboriginal heritage places within the area of the Proposal.</p> <p>Proponents undertaking activities within the Proposal area should be made aware of the requirements under the Aboriginal Heritage Act 1972 (AHA). The DPLH recommends that developers take into consideration the DPLH's Aboriginal Heritage Due Diligence Guidelines when planning specific developments associated with the Proposal. These have been developed to assist proponents to identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present.</p> <p>The guidelines are available at: https://www.daa.wa.gov.au/heritage/land-use/</p>	Noted. The applicant has been made aware of this comment via the Council reports referral to this Schedule of Submission table.
3	Department of Biodiversity, Conservation and	NO COMMENT	

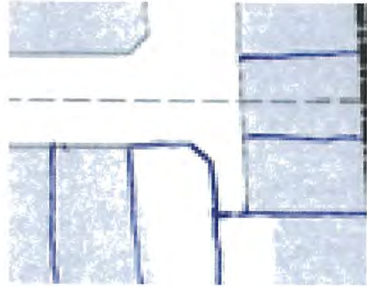
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Attractions Locked Bag 104 Bentley Delivery Centre WA 6983	The Department of Biodiversity Conservation and Attractions has no comments on the proposed structure plan.	Noted.
4	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>SUPPORTIVE COMMENTS</p> <p>The Water Corporation has prepared water and wastewater planning covering this area. This planning provides a guide to developers at the subdivision stage. The extent of the existing water and sewerage pipes in the locality is outlined in the KCTT Servicing Report accompanying the structure plan.</p> <p>The proposed subdivision can be serviced by the subdivider of the land undertaking extensions off the existing networks in the locality. It is likely that upgrading of the 100 cast iron water main along the western frontage of Rockingham Rd will be required in order to service this and adjoining subdivisions.</p>	Noted. The applicant has been made aware of this comment via the Council reports referral to this Schedule of Submission table.
5	Transperth Service Development Level 1, Public Transport Centre, West Parade, Perth 6000	<p>SUPPORTIVE COMMENTS</p> <p>Transperth has no issues with the proposed structure plan lots for 35-36 Rockingham with the area within reasonable walking distance to public transport.</p> <p>However it is worth noting that currently the Route 549 (outbound) travelling from Fremantle Station to Rockingham Station operates via Stock Rd and the Route 549 (inbound) travelling from Rockingham Station to Fremantle Station travels via Rockingham Rd near the site. This is because the Route 549 cannot safely make a right hand turn unassisted out of Rockingham Rd onto Stock Rd. It would be Transperth's preference that both the inbound and outbound services operate on Rockingham Road. Should the intersection at Rockingham Rd and Stock Rd become signalised in the future, Transperth will operate the Route 549 on Stock Rd in both directions.</p>	Noted.
6	Wayne Radonich on behalf of Martin Joseph Radonich Lot 34 (No. 592) Rockingham Road,	<p>OBJECTION</p> <p>I, the landowner of Lot 34, object to the above proposal (your Ref no. 588-590 Lots 35-36 Rockingham Road) showing an</p>	The approved Structure Plan to the west of your property titled "Consolidated Local Structure Plan Munster Phase 1" indicates a

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Munster	<p>indicative LSP with a nib road going south. The southern lot situated at 592 (lot 34) Howe Street has an existing (gazetted) road frontage and we believe that a southern access road is not warranted on this lot. If this north-south road is approved it will mean that I, the landowner of 592 Rockingham road, will be losing a possible future block of land that would be developed on the south boundary of Lot 35/north side of Lot 34. The landowner of Lot 35 will also benefit by having one extra lot on the south side.</p>  <p>LEGEND LOCAL SCHEME LOCAL SCHEME ZONES LOCAL SCHEME RESERVE OTHER CATEGORIES Structure Plan Boundary</p>	<p>future roundabout located at the south western corner of your site. Specifically at the intersection of Howe Street, Yindi Way and Rockingham Road. This is shown in the below figure;</p>  <p>The Strategic intention of the proposed intersection is to provide a centralised access point where north south / east west traffic can flow in a controlled manner.</p> <p>The north south road (in question) as shown on the proposed Structure Plan Map forms part of a Strategic local traffic consideration in planning for the 'urban cell' (the 'urban cell' comprising the land in-between Howe Street, Rockingham Road, Stock Road and Beeliar Drive).</p> <p>Please refer to the below image for details. The <u>indicative</u> grey lines show the intended future road design.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			 <p>The above image also shows the future proposed roundabout.</p> <p>You will note the above design aims to allow the urban cell (see lots within the red boarder) to allow for a north south road parallel to Rockingham Road. The purpose of this road is to allow for the east west structure planning lots to limit the crossovers onto Rockingham Road.</p> <p>Should the City not enforce the north south road these lots would be forced to develop their lots in the proposed fashion; see image below:</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			 <p data-bbox="1330 632 2125 719">These lots are characterised by central driveways with large crossovers (some private some local roads) which terminate in a cul-de-sac. These developments currently exist within the locality.</p> <p data-bbox="1330 751 2125 839">These can be problematic from a waste management perspective, traffic flows (grid type network), public transport efficiency and road engineering standards.</p> <p data-bbox="1330 871 2125 959">The compounding effect of multiple cul-de-sac type arrangements along Rockingham Road needs to be considered by the City's engineering and planning technical officers.</p> <p data-bbox="1330 991 2125 1110">To help illustrate the current situation (aerial photograph) and the opportunities and constraints of the land (within the red boarder) please refer to the below image and note the accompanying text boxes and illustrations.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<div data-bbox="1429 164 2038 1117"> </div> <p data-bbox="1339 1157 2132 1244">As you can see Rockingham Road comprises multiple cul-de-sac type development in the lower southern (narrower) portion of the subject area.</p> <p data-bbox="1339 1276 2132 1430">The northern section remains to be Structure Planned and this area is notably wider. The wider lots allow for the City to contemplate a north south road. A north south road may not have been possible in the southern section (due to the narrower lot shape). The City needs to consider an appropriate location for the</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>north south road to turn onto Rockingham Road. The ideal location is considered to be on Howe Street.</p> <p>The City seeks to capitalise on these opportunities by planning for a central north south road which extends from Howe Street. This will direct the north south traffic to the future planned roundabout. Proposing an east west road as per your suggestion would potentially conflict with the intended cul-de-sac design. On this basis your proposed option is not supported. It is not supported from both engineering and planning perspectives.</p> <p>It is understood your concern is a loss of a lot on your future Structure Plan/ Subdivision design. A loss of a lot is not considered to be a valid planning argument as for the reasons outlined above. The City notes you may seek to propose a future density code that would offer you a compromised lot yield outcome which also meets proper and orderly planning principles.</p> <p>Please note the City has already secured a previous structure plan in this 'urban cell' with the proposed north south road arrangement. This current Structure Plan aims to reflect the north south road arrangement (as the second Structure Plan in this cell).</p> <p>Please note also the proposed arrangement as per your design (see below)</p>  <p>Is not supported. These nibs (as you propose above) are problematic for a number of reasons. Including, but not limited to, parking, access, waste management, lot frontage. On this basis the City does not support the 'nib' approach.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			Your future Structure Plan will be assessed on its merits at the time of lodgement. It is possible you may be required (in the future) to contribute to the upgrade of Howe Street and also provide land for the future cul-de-sac (as part of the future development of your land). These issues will be considered at future Structure Planning stage for your lot and are raised purely for information purposes.
7	Department of Education 151 Royal Street, East Perth Western Australia 6004	SUPPORT The Department has reviewed the document and advises that it has no objection to this proposal to have these Lots zoned residential.	Noted.
8	Western Power GPO Box L921, Perth WA 6842	UNDETERMINED Your proposal is being reviewed, and we will contact you directly for more information if required. This email should not be considered to be an approval or non-objection to your works.	Noted however it is also noted Western Power did not send any subsequent submission. The applicant is encouraged to make contact with Western Power to understand western powers servicing capacity for this locality. Western Power will be provided opportunity to comment on the future subdivision application once referred by the WAPC to Western Power.
9	Department of Water and Environment Regulation PO Box 332 Mandurah Western Australia 6210	SUPPORT Given the small size of the site, its infill nature, depth to groundwater and lack of sensitive receptors, a Local Water Management Strategy is not considered necessary to inform a Local Structure Plan for this site. Water Resource Advice Only The Department of Water has recently merged with the Department of Environment Regulation and Office of the Environmental Protection Authority to create the new agency Department of Water and Environmental Regulation. The former agencies are in the process of amalgamating their functions. Until this fully occurs, please note that the advice in this correspondence pertains only to water resource matters previously dealt with by the Department of Water. You may also	Noted. The Structure Plan report reflects this advice.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		receive additional advice from other areas within Department of Water and Environmental Regulation.	
10	Department of Transport 140 William Street, Perth WA 6000	<p>SUPPORT – SUBJECT TO CONDITIONS</p> <p>The Department of Transport has no objections to the proposed structure plan, however we would like to note that the subject subdivision site abuts Stock Road which is a 'Primary' freight road in the Metropolitan Freight Network, and has been identified as a 'Strategic' freight road in the <i>Perth Freight Transport Network Plan for Perth and Peel@3.5million</i>. Freight roads and rail are source of noise and vibration and proper consideration is needed in planning noise sensitive development near freight roads and rail. The DoT has concerns regarding the impact of noise and vibration on the residents considering the close proximity of the site to the freight corridor.</p> <p>In light of the above, DoT would like this this proposal subject to be subject to the following conditions :</p> <ul style="list-style-type: none"> • Future upgrading of Stock Road and the road reservation boundary as shown in the concept plan needs to be resolved with Main Roads. • That the proponent undertakes mitigation measures as recommended in the noise assessment report to comply with the <i>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> (SPP 5.4); and • That the proponent incorporates notification on titles to make aware prospective buyers of the likely noise and vibration that will be occur in this location as recommended in the noise assessment report. <p>We have forwarded a copy of the letter to Main Roads and they may respond directly to you with any additional comments.</p>	<p>Noted and agreed. The proposed structure plan includes an acoustic report under appendix "F" "noise assessment". Part 1 of the Structure Plan report Section 4.3 "Notification on Title" specifies;</p> <p>4.3 NOTIFICATION OF TITLE</p> <p>In respect of applications for the subdivision of land, the Council shall recommend to the Western Australian Planning Commission that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate of Titles to advise the following:-</p> <ol style="list-style-type: none"> Land or lots to be affected by an identified noise impact as outlined within the 'Noise Assessment' contained within Appendix F. Construction standards to achieve quiet house design in accordance with <i>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> (as amended); and/or Land or lots deemed to be impacted by midge nuisances as identified in Local Planning Policy 1.11 Residential Rezoning and Subdivision Adjoining Midge Infested Lakes and Wetlands. <p>As per the above extract the request of DoT has been met by the proposed Structure Plan.</p>
11	Landowner who wishes for details to remain confidential	<p>SUPPORT</p> <p>I support the plan as most of the land on Rockingham Road has been developed.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
12	Landowner who wishes for details to remain confidential	SUPPORT No further comment provided.	Noted.
13	Main Roads Western Australia PO Box 6202, East Perth WA 6892	UNABLE TO PROVIDE SUPPORT – SUBJECT TO MODIFICATIONS Main Roads has now completed its assessment and advises that in the absence of a robust acoustic noise report it is unable to provide its support to the Structure Plan as presented. Main Roads Environment Branch has provided the following observations from the acoustic noise report as follows: <ul style="list-style-type: none"> • The Noise Report is incorrectly titled 'Lots 588 and 590 Rockingham Road Munster', and should be Lots 35 and 36, The incorrect lot numbers are also used throughout the report and in all figures. • While the Noise Report is dated June 2017, onsite noise monitoring was undertaken in September 2013, which is not considered to, be the 'existing acoustic environment' as stated in the report and also makes the currency of the data questionable. Furthermore, there is no date cited for the traffic data obtained from Main Roads website so it could be assumed that these were also obtained from 2013, Main Roads strongly encourages the proponent to make use of traffic count data that is freely available via Main Roads' Traffic Map webpage at https://mrapps.mainroads.wa.gov.au/TrafficMap/ , The report should state the date that data was retrieved to ensure that the most recent data is used. • It is unclear if the consultant has sourced any information from Main Roads Traffic Modelling Branch as they have applied their own projections with a statement saying that the % of heavy vehicles would fall over time, There is no justification or further information to support this statement 	Noted and supported. The City proposes to recommend that the Acoustic report/ noise assessment is updated as per MRWA's request. This is proposed to be conditioned and forwarded to the WAPC for their consideration. It is expected the WAPC will then direct the applicant to update the noise report as per the request of MRWA. Given the Statutory powers outlined within the Planning Regulations the City is not strictly able to request this change. The City does however support this change and respectfully recommends that the WAPC supports the comments as outlined by MRWA.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Future traffic volume estimates to be used for acoustic modelling should be obtained from Main Roads and be less than 12-months old to ensure the use of currently available information and the latest modelling methods. Please contact <i>*details removed contact City for Officers details*</i>. The report should cite a reference number and date for the future traffic modelling inputs obtained from Main Roads.</p> <ul style="list-style-type: none"> • The thickness and material of the noise wall must be detailed in the report. As per Section 5.3.2 of the Implementation Guidelines, noise walls should be at least 15 kg/m² surface density. <p><u>Recommendation</u></p> <p>In order to ensure conformance with Main Roads minimum standards for road traffic acoustic assessment reports, as well as to ensure consistency across the industry, Main Roads Environment Branch recommends that the noise modelling is revised using the most recent traffic count data and future traffic modelling inputs available from Main Roads. The Noise Report will require updating and revision in light of the inconsistencies stated above.</p> <p>I have attached a Main Roads Fact Sheet titled "<i>Main Roads Requirements for Road Traffic Noise Assessments</i>" to assist the applicant in this regard.</p> <p>Main Roads also advises the applicant of the following conditions:</p> <ol style="list-style-type: none"> 1. The ground levels at the rear of the site being the Stock Road boundary are to be maintained as existing. 2. No stormwater drainage shall be discharged onto the Stock Road reserve. 3. No earthworks shall encroach onto the Stock Road 	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>reserve.</p> <p>4. No development other than landscaping shall be permitted on the land as shown required for future road widening purposes on the enclosed WAPC Drawing</p> <p>1. 1.2006/4.</p> <p>2. 5. No vehicle access shall be permitted onto the Stock Road reserve and at the time of a subdivision application being lodged with the WAPC, Main Roads will condition this access restriction with a s.150 restrictive covenant.</p>	

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

OCM 12/10/2017 - Agenda Item 16.1

Cheque/	Account	Account/Payee	Date	Value
EF104699	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	1/08/2017	1,157.30
EF104700	88888	DANIEL AVARD BOND REFUND	1/08/2017	500.00
EF104701	99997	CHARLES SULLIVAN REIMBURSEMENT OF ENGINEERS AUST MEMBERSH	1/08/2017	632.50
EF104702	99997	CHARLES SULLIVAN REIMBURSEMENT OF MEMERSHIP FEES	1/08/2017	637.50
EF104703	99997	DJ & SM BEISLEY BOND REFUND	1/08/2017	584.00
EF104704	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	8/08/2017	2,279.45
EF104705	26517	CLICKSUPER PAYROLL DEDUCTIONS	10/08/2017	491,833.60
EF104706	10244	BUILDING & CONST INDUSTRY TRAINING LEVY PAYMENT	10/08/2017	50,160.71
EF104707	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	10/08/2017	2,663.36
EF104708	23302	BUILDING COMMISSION BUILDING SERVICES LEVIES	10/08/2017	59,093.26
EF104709	99999	ACCENT NOMINEES BOAT PEN REFUND	10/08/2017	446.27
EF104710	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	14/08/2017	1,341.71
EF104711	10154	AUSTRALIAN TAXATION OFFICE PAYROLL DEDUCTIONS	14/08/2017	438,495.00
EF104712	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	14/08/2017	3,960.50
EF104713	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	14/08/2017	317.80
EF104714	10888	LJ CATERERS CATERING SERVICES	14/08/2017	1,562.00
EF104715	11001	LOCAL GOVERNMENT RACING & CEMETE PAYROLL DEDUCTIONS	14/08/2017	225.50
EF104716	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	14/08/2017	532.00
EF104717	11860	45S CLUB PAYROLL DEDUCTIONS	14/08/2017	18.00
EF104718	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	14/08/2017	12,495.52
EF104719	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	14/08/2017	1,223.75
EF104720	20941	PRESTIGE CATERING AND EVENT HIRE P CATERING SERVICES	14/08/2017	845.00
EF104721	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	14/08/2017	608.14
EF104722	88888	SUNDRY CREDITOR EFT REFUND	14/08/2017	500.00
EF104723	99997	CASSANDRA COOPER EMPLOYEE OF THE YEAR 2016 INTERNAL	14/08/2017	5,000.00
EF104724	99997	DJ&SM BEISLEY SUBLICENSE REFUND PORT COOGEE MARINA	14/08/2017	584.00
EF104725	99997	AMY HACKING REIMBURSEMENT OF FEES - AMY HACKING	14/08/2017	662.00
EF104726	99997	CURTIN UNIVERSITY FEE REPAYMENT SINTA NG 8569734	14/08/2017	6,849.00
EF104727	99997	STEVEN PORTELLI INSURANCE CLAIM 0826	14/08/2017	220.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF104728	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	15/08/2017	2,809.90
EF104729	26659	STARR SPECIAL EVENTS AUSTRALIA ENTERTAINMENT SERVICES	22/08/2017	13,750.00
EF104730	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	22/08/2017	1,122.40
EF104731	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	28/08/2017	1,341.70
EF104732	10154	AUSTRALIAN TAXATION OFFICE PAYROLL DEDUCTIONS	28/08/2017	382,733.00
EF104733	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	28/08/2017	3,952.03
EF104734	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	28/08/2017	317.80
EF104735	11001	LOCAL GOVERNMENT RACING & CEMETE PAYROLL DEDUCTIONS	28/08/2017	225.50
EF104736	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	28/08/2017	532.80
EF104737	11860	45S CLUB PAYROLL DEDUCTIONS	28/08/2017	18.00
EF104738	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	28/08/2017	12,495.52
EF104739	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	28/08/2017	1,223.75
EF104740	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	28/08/2017	608.14
EF104741	99997	PRM PROPERTY MEVE PL REIMBURSEMENT OF VESTING OF SURPLUS POS	28/08/2017	350,000.00
EF104742	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	29/08/2017	1,636.95
EF104743	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104744	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	11,325.83
EF104745	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	4,465.00
EF104746	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104747	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104748	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE & EXP REIMB	31/08/2017	3,064.73
EF104749	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104750	25352	LYNDSEY SWEETMAN MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104751	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104752	26696	CHAMONIX TERBLANCHE MONTHLY COUNCILLOR ALLOWANCE	31/08/2017	2,613.67
EF104753	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	31/08/2017	6,754.00
EF104754	88888	MOSAIC COMMUNITY BOND REFUND	31/08/2017	500.00
EF104755	88888	GOLDBARREL CORPORATE BOND REFUND	31/08/2017	67,094.13
EF104756	88888	JANDAKOT LIONS CLUB EMERGENCY RELIEF REFUND	31/08/2017	1,000.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF104757	88888	BROOKFIELD MULTIPLEX BOND REFUND	31/08/2017	38,000.00
EF104758	88888	GET IT ON PTY LTD BOND REFUND	31/08/2017	4,625.00
EF104759	88888	SIMON TREVISAN BOND REFUND	31/08/2017	383.96
EF104760	88888	PHILIP HALL BOND REFUND	31/08/2017	979.77
EF104761	88888	ELISABETH AND ARIFIN IRIKS BOND REFUND	31/08/2017	6,915.20
EF104762	88888	JADRANKA GRUBIC BOND REFUND	31/08/2017	1,784.00
EF104763	88888	DANIEL AVARD BOND REFUND	31/08/2017	500.00
EF104764	88888	MELARA HOLDINGS PTY LTD BOND REFUND	31/08/2017	460.22
EF104765	99997	D & LV SICUSO COMPOST BIN REBATE - SICUSO	31/08/2017	50.00
EF104766	99997	ANTHONY C D'ORAZIO BIRD BATH REBATE FORM - ANTHONY	31/08/2017	42.50
EF104767	99997	MARIA BATTISTA CAT STERILISATION SUBSIDY - MONTI	31/08/2017	50.00
EF104768	99997	SHANE AND SALLY WORMALL C099 REFUND OF BOAT PEN LICENCE	31/08/2017	1,602.00
EF104769	99997	ZAIQIANG YOU SOUTH LAKE LEISURE - REFUND	31/08/2017	81.90
EF104770	99997	R DWORAKOWSKI CLIENT PAYMENT	31/08/2017	406.45
EF104771	99997	A DAVIES CLIENT PAYMENT	31/08/2017	1,359.74
EF104772	99997	KATHRYN SWAN COMPOST BIN REBATE - K SWAN	31/08/2017	50.00
EF104773	99997	R & J MOUTTET COMPOST BIN REBATE - J MOUTETT	31/08/2017	50.00
EF104774	99997	DOUGLAS & MONICA OGDEN SAFETY GLASSES - D OGDEN	31/08/2017	212.50
EF104775	99997	NICOLA A WRIGHT REFUND REQUEST - MYLA DAVIES	31/08/2017	65.70
EF104776	99997	DIABETES WA CHARITY FUNDRAISER	31/08/2017	334.00
EF104777	99997	JANDAKOT VOLUNTEER BUSHFIRE BRIG REIMBURSEMENT - JANDAKOT BUSHFIRE BRIGAD	31/08/2017	144.36
EF104778	99997	PETER LEWIS REFUND REQUEST - SLLC AMY & ROBERT LEWIS	31/08/2017	600.00
EF104779	99997	CHRISTINE RUTH & ALAN BROCK REFUND REQUEST - C BROCK	31/08/2017	63.36
EF104780	99997	NIGEL SEYMOUR POWER USEAGE COST	31/08/2017	107.15
EF104781	99997	COCKBURN STATE EMERGENCY SERVICE REQUEST FOR REIMBURSEMENT	31/08/2017	1,781.86
EF104782	99997	AK & MJ SHEPHERDSON REIMBURSEMENT OF FEES - MICHAELA SHEPHER	31/08/2017	1,100.00
EF104783	99997	PIETER QUARTERMAINE FEE REPAYMENT - PIETER QUARTERMAINE	31/08/2017	1,980.00
EF104784	99997	G.M. HARBURN PURCHASE OF LAND REQUIRED FOR ROAD WIDEN	31/08/2017	38,500.00
EF104785	99997	DELIA STANLEY SLLC REFUND REQUEST FORM - DELIA STANLEY	31/08/2017	25.20

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EF104786	99997	HANNAH LETHBRIDGE REIMBURSEMENT FEE HANNAH LETHBRIDGE	31/08/2017	565.50
EF104787	99997	PALMYRA RUGBY UNION CLUB, JUNIORS KIDSPOSRT - KS012692 - 5 PLAYERS	31/08/2017	1,072.50
EF104788	99997	PALMYRA RUGBY UNION CLUB, JUNIORS KIDSSPORT-KS012696 - NICHOLAS & TUAPOLA	31/08/2017	440.00
EF104789	99997	SOUTH FREMANTLE WOMENS FC (INC) KIDSSPORT - KS012570 - K.MEAD	31/08/2017	200.00
EF104790	99997	COCKBURN JUNIOR FOOTBALL CLUB KIDSSPORT - KS012508 - K.FINEKIFLAU	31/08/2017	200.00
EF104791	99997	COCKBURN CITY SOCCER CLUB KIDSSPORT - KS012498 - 2 PLAYERS	31/08/2017	440.00
EF104792	99997	SOUTH FREMANTLE WOMENS FC (INC) KIDSSPORT - KS012428 - BICKMORE & PICKET	31/08/2017	400.00
EF104793	99997	LYNWOOD FERNDAL FOOTBALL CLUB KIDSSPORT - KS012389 - C.WILLARD	31/08/2017	200.00
EF104794	99997	COCKBURN JUNIOR FOOTBALL CLUB KIDSSPORT - KS012376 - M.HIGGS	31/08/2017	200.00
EF104795	99997	JODIE LEE CURTIS CAT STERILISATION SUBSIDY - JL CURTIS	31/08/2017	100.00
EF104796	99997	MS TC SIMS REFUND FOR CANCELLED WORKSHOP	31/08/2017	50.00
EF104797	99997	KELLY OBRIEN MEMBERSHIP REFUND - KELLY OBRIEN	31/08/2017	105.57
EF104798	99997	MELVILLE JUNIOR FOOTBALL CLUB KIDSSPORT - KS012707 - T.CLUNING	31/08/2017	120.00
EF104799	99997	COCKBURN NETBALL CLUB KIDSSPORT - KS012735 - C.FORGOL	31/08/2017	200.00
EF104800	99997	PALMYRA RUGBY UNION CLUB JUNIORS KIDSSPORT - KS012772 - A.TIATO	31/08/2017	220.00
EF104801	99997	COMMUNITY OF AUBIN GROVE JULY NEWSLETTER 2017	31/08/2017	585.96
EF104802	99997	AUSTRALIAN YOUTH CLIMATE COALITION INVOICE NUMBERINV-0172	31/08/2017	6,600.00
EF104803	99997	JAMIE HAIRA SLLC REFUND REQUEST FORM - JAMIE HAIRA	31/08/2017	113.40
EF104804	99997	MELANIE KIRKPATRICK COMPOST BIN REBATE - MELANIE KIRKPATRICK	31/08/2017	50.00
EF104805	99997	ALVIN LIM COMPOST BIN REBATE - ALVIN LIM	31/08/2017	50.00
EF104806	99997	ELKE GROSSELEINDEMAN COMPOST BIN REBATE - ELKE GROSSELEINDEMAN	31/08/2017	50.00
EF104807	99997	COCKBURN CITY SOCCER CLUB INC KID SPORT - KS012848 - OLIVER HARRISON	31/08/2017	220.00
EF104808	99997	SUPERFINS WA INC KID SPORT - KS012838 - JAYELAN & LEXDEN	31/08/2017	400.00
EF104809	99997	TRAMPOLINE AND GYMNASTICS ACADEMY KID SPORT - KS012829 - JOEL & MILLIE BON	31/08/2017	440.00
EF104810	99997	HILTON PARK JUNIOR CRICKET CLUB KIDSPORT INV: KS012839 - CALLUM PYPER	31/08/2017	200.00
EF104811	99997	RYAN WATSON COMPOST BIN REBATE FORM - RAYAN WATSON	31/08/2017	50.00
EF104812	99997	COOGEE BASKETBALL CLUB INC KIDSPORT INV: KS012859 - JORDYN	31/08/2017	150.00
EF104813	99997	HILTON PARK JUNIOR CRICKET CLUB KIDSPORT INVOICE KS012870	31/08/2017	120.00
EF104814	99997	ATWELL PRIMARY SCHOOL DONATION TO SCHOOLS - ACS7	31/08/2017	403.64

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MUNICIPAL BANK ACCOUNT

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EF104815	99997	AUSTRALIAN NAVY CADETS TS COCKBURN 2 X \$200 (\$400) FOR 2 CADETS TO ATTEND Y	31/08/2017	400.00
EF104816	99997	NEWTON PRIMARY SCHOOL DONATION TO SCHOOLS	31/08/2017	231.82
EF104817	99997	FREMANTLE CITY FOOTBALL CLUB KIDSPORT INV: KS011759 CHIARA COX	31/08/2017	220.00
EF104818	99997	PERTH BASKETBALL ASSOCIATION KIDSPORT INV: KS012548 TAJ MIHALJ-BOYD	31/08/2017	220.00
EF104819	99997	BRIAN MCLUCKIE COMPOST BIN REBATE - BRIAN MCLUCKIE	31/08/2017	50.00
EF104820	99997	KARATE UNION OF AUSTRALIA KIDSPORT INV: KS011096 JORDAN & JAMES	31/08/2017	380.00
EF104821	99997	TRACEY COUSENS COMPOST BIN REBATE - TRACEY COUSENS	31/08/2017	50.00
EF104822	99997	MANAIA NETBALL CLUB KIDSPORT INV: KS012408 - KRYSTAL MORUNGA	31/08/2017	200.00
EF104823	99997	BALDIVIS BASKETBALL CLUB INC. KIDSPORT INV: KS012736 LUCAS CORREIA	31/08/2017	200.00
EF104824	99997	COCKBURN JUNIOR FOOTBALL CLUB KIDSPORT INV KS012806 - O DURHAM	31/08/2017	200.00
EF104825	99997	WINNACOTT KATS JUNIOR FOOTBALL CLUB KIDSPORT INV KS012774 - D ROBERTS	31/08/2017	200.00
EF104826	99997	FREMANTLE CITY DOCKERS JUNIOR FOOTBALL CLUB KIDSPORT INV KS012788 - R DOUGHTY	31/08/2017	200.00
EF104827	99997	SUCCESS STRIKERS NETBALL CLUB KIDSSPORT - KS006848 - 3 PLAYERS	31/08/2017	545.00
EF104828	99997	KASEY SUE NASH REIMBURSEMENT FT EMPLOYEE F LICENCE	31/08/2017	236.50
EF104829	99997	AH LEK TANG EMPLOYEE REIMBURSEMENT WELLNESS COMMITTEE	31/08/2017	40.00
EF104830	99997	ADRIAN CHESTER EMPLOYEE REIMBURSEMENT WELLNESS COMMITTEE	31/08/2017	40.00
EF104831	99997	BREAKERS NETBALL CLUB KIDSSPORT-KS012925 - 3 PLAYERS	31/08/2017	600.00
EF104832	99997	KIM CARMICHAEL KIDSSPORT - KS012944 - D.CLINTON	31/08/2017	149.00
EF104833	99997	KATHRYN JANE CHOULES MIND & MOVEMENT INV 2017024	31/08/2017	400.00
EF104834	99997	FU DAIJUI CROSSOVER CONTRIBUTION - DAIJUI FU	31/08/2017	300.00
EF104835	99997	RALPH DUDLEY STAPLEFELDT CROSSOVER CONTRIBUTION - RALPH DUDLEY ST	31/08/2017	300.00
EF104836	99997	SHARON PATRICIA TOMERINI CROSSOVER CONTRIBUTION - SHARON TOMERINI	31/08/2017	300.00
EF104837	99997	BRETT FELLOWS CROSSOVER CONTRIBUTION - B FELLOWS	31/08/2017	300.00
EF104838	99997	MICHAEL RICE CROSSOVER CONTRIBUTION 11 INCANA WAY	31/08/2017	300.00
EF104839	99997	JEREMY ONG CROSSOVER CONTRIBUTION 31 CITRINE STREET	31/08/2017	300.00
EF104840	99997	DEV RAJ ARYAL CROSSOVER CONTRIBUTION 50 SUNSTONE BLVD	31/08/2017	300.00
EF104841	99997	NGONGO MWANANGOI CROSSOVER CONTRIBUTION 156 WHADJUK DRIVE	31/08/2017	300.00
EF104842	99997	FREMANTLE PCYC KIDS SPORT - KS012233 - A.DUFFY	31/08/2017	220.00
EF104843	99997	BRIANNE SALIS ARC MEMBERSHIP REFUND - BRIANNE SALIS	31/08/2017	101.70

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Cheque/	Account	Account/Payee	Date	Value
EF104844	99997	FREMANTLE PCYC KISPORT INVOICE KS012147	31/08/2017	220.00
EF104845	99997	FREMANTLE PCYC KISPORT INVOICE KS011912	31/08/2017	220.00
EF104846	99997	FREMANTLE PCYC KISPORT INVOICE KS011839	31/08/2017	220.00
EF104847	99997	FREMANTLE PCYC KISPORT INVOICE KS011689	31/08/2017	220.00
EF104848	99997	FREMANTLE PCYC KISPORT INVOICE KS011688	31/08/2017	220.00
EF104849	99997	FREMANTLE PCYC KISPORT INVOICE KS011551	31/08/2017	203.50
EF104850	99997	FREMANTLE PCYC KISPORT INVOICE KS011547	31/08/2017	220.00
EF104851	99997	FREMANTLE PCYC KISPORT INVOICE KS011546	31/08/2017	220.00
EF104852	99997	RICHARD HENDERSON COMPOST BIN REBATE - R.HENDERSON	31/08/2017	50.00
EF104853	99997	BINOD DAHAL & RUPA PUDASAINI DAHAL CROSSOVER CONTRIBUTION - B DAHAL	31/08/2017	300.00
EF104854	99997	AMALFI PUBLISHING SPONSORSHIP (GROUP)	31/08/2017	5,000.00
EF104855	99997	OUR COMMUNITY PTY LTD SMARTYGRANTS SUBSCRIPTION	31/08/2017	12,500.00
EF104856	99997	DIAMONDS NETBALL CLUB KISPORT INV KS012780 - F MAGALHAES	31/08/2017	200.00
EF104857	99997	LAKESIDE RECREATION CENTRE KISPORT INV KS012777 - X 8	31/08/2017	1,500.00
EF104858	99997	PAOLO PANIZZA CROSSOVER CONTRIBUTION - P PANIZZA	31/08/2017	300.00
EF104859	99997	DYLAN INNES CROSSOVER CONTRIBUTION-23 CELOSIA ROAD	31/08/2017	300.00
EF104860	99997	SENZENI TSHUMA CROSSOVER CONTRIBUTION-43 GREENSAND PROM	31/08/2017	300.00
EF104861	99997	SHIRLEEN GOH CROSSOVER CONTRIBUTION-38 SCIANO AVENUE	31/08/2017	300.00
EF104862	99997	YANGEBUP KNIGHTS JUNIOR BALL CLUB KISPORT INV: KS013023 ALEX & JAXON	31/08/2017	200.00
EF104863	99997	FREMANTLE & DISTRICTS RUGBY LEAGU KISPORT INV: KS013014	31/08/2017	600.00
EF104864	99997	EAST FREMANTLE YACHT CLUB INC GRANTS, DONATIONS & REFUNDS	31/08/2017	220.00
EF104865	99997	GIRL GUIDES WESTERN AUSTRALIA INC KISPORT INV: KS013055 CHARLOTTE	31/08/2017	150.00
EF104866	99997	K & B HOAR COMPOST BIN REBATE	31/08/2017	50.00
EF104867	99997	SOUTH COOGEE JUNIOR FOOTBALL CLUB KISPORT INV: KS013052	31/08/2017	10,800.00
EF104868	99997	HAMMOND PARK JUNIOR FOOTBALL CLU KISPORT INV: KS013075 COHEN CRANFIELD	31/08/2017	200.00
EF104869	99997	EAST FREMANTLE LACROSSE CLUB (LNC KISPORT INV: KS013094 KAYLEY DAWSON	31/08/2017	220.00
EF104870	99997	MELISSA & GIANCARL MINUTILLO COMPOST BIN REBATE - MINUTILLO	31/08/2017	50.00
EF104871	99997	KIM CHOON KOH COMPOST BIN REBATE - 45 LEONARD WAY	31/08/2017	50.00
EF104872	99997	MRS RACHEL RAWLINS COMPOST BIN REBATE - 27 KOOYONGA CROSS	31/08/2017	50.00

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EF104873	99997	SOUTH COOGEE JUNIOR FOOTBALL CLUB MCWG - WALL PROJECT 6607484	31/08/2017	1,650.00
EF104874	99997	JANDAKOT VOLUNTEER BUSHFIRE BRIG REIMBURSEMENT - JANDAKOT BUSHFIRE BRIGAD	31/08/2017	144.36
EF104875	99997	BEEILIAR RESIDENTS ADVANCEMENT GR NEWSLETTER #2 JUNE 2017	31/08/2017	381.70
EF104876	99997	HAMILTON SENIOR HIGH SCHOOL SMALL EVENTS SPONSORSHIP	31/08/2017	2,200.00
EF104877	99997	NEWTON PRIMARY SCHOOL DONATION TO SCHOOLS - ACS7	31/08/2017	280.00
EF104878	99997	ROBERTA BUNCE REIMBURSEMENT FOR LUNCH	31/08/2017	82.55
EF104879	99997	COOGEE BEACH CARAVAN RESORT SOCI DELEGATED AUTHORITY LGACS2	31/08/2017	65.00
EF104880	99997	HARMONY PRIMARY SCHOOL SMALL EVENTS SPONSORSHIP	31/08/2017	2,000.00
EF104881	99997	COOGEE BASKETBALL CLUB KIDSSPORT - KS013153 - M.TINGBERG	31/08/2017	200.00
EF104882	99997	ST VINCENTS NETBALL CLUB KIDSSPORT-KS013168- MIA & TAMMIKA PENNY	31/08/2017	400.00
EF104883	99997	FREMANTLE PCYC KIDSSPORT - KS013173 - S.GARRETT	31/08/2017	220.00
EF104884	99997	PHOENIX PARK LITTLE ATHLETICS CLUB KIDSPORT INV KS013197 - C MONTERO	31/08/2017	200.00
EF104885	10023	ACTIV FOUNDATION INC PACKAGING SERVICES	31/08/2017	3,738.16
EF104886	10031	ADVANCED SPATIAL TECHNOLOGIES PTY SOFTWARE MAINTENANCE & SUPPORT	31/08/2017	1,090.10
EF104887	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/08/2017	3,953.38
EF104888	10071	AUSTRALASIAN PERFORMING RIGHT ASS LICENCE - PERFORMING RIGHTS	31/08/2017	4,513.61
EF104889	10082	ARMANDOS SPORTS SPORTING GOODS	31/08/2017	196.90
EF104890	10097	BLACKWOODS ATKINS ENGINEERING SUPPLIES	31/08/2017	945.39
EF104891	10118	AUSTRALIA POST POSTAGE CHARGES	31/08/2017	61,597.33
EF104892	10153	SISTER CITIES AUST INC MEMBERSHIP/SUBSCRIPTIONS	31/08/2017	500.00
EF104893	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	31/08/2017	1,390.40
EF104894	10184	BENARA NURSERIES PLANTS	31/08/2017	2,189.20
EF104895	10201	BIG W DISCOUNT STORES VARIOUS SUPPLIES	31/08/2017	51.00
EF104896	10207	BOC GASES GAS SUPPLIES	31/08/2017	2,100.08
EF104897	10219	BOUSFIELDS MENSWEAR CLOTHING SUPPLIES	31/08/2017	1,434.00
EF104898	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/08/2017	21,671.95
EF104899	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/08/2017	22,423.81
EF104900	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	31/08/2017	532.40
EF104901	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	31/08/2017	3,296.14

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EF104902	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	31/08/2017	1,499.01
EF104903	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	31/08/2017	1,015.67
EF104904	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	31/08/2017	27,596.03
EF104905	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	31/08/2017	6,649.84
EF104906	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	31/08/2017	4,180.00
EF104907	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	31/08/2017	1,904.30
EF104908	10334	CLARK RUBBER MYAREE RUBBER PRODUCTS	31/08/2017	250.00
EF104909	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	31/08/2017	233.42
EF104910	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	31/08/2017	422.65
EF104911	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	31/08/2017	3,300.00
EF104912	10368	COCKBURN WETLANDS EDUCATION CENT COMMUNITY GRANT	31/08/2017	576.00
EF104913	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	31/08/2017	11,040.29
EF104914	10384	PROGILITY PTY LTD COMMUNICATION SERVICES	31/08/2017	8,655.68
EF104915	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	31/08/2017	9,196.42
EF104916	10422	REITSEMA PACKAGING ROAD LITTER BAGS	31/08/2017	502.92
EF104917	10456	DATANET PTY LTD SOFTWARE MODIFICATIONS	31/08/2017	53,106.82
EF104918	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	31/08/2017	6,939.03
EF104919	10512	DOMUS NURSERY VARIOUS PLANTS	31/08/2017	381.27
EF104920	10526	E & MJ ROSHER PTY LTD MOWER PARTS	31/08/2017	3,373.10
EF104921	10528	EASIFLEET MANAGEMENT VEHICLE LEASE	31/08/2017	568.90
EF104922	10537	EDUCATIONAL ART SUPPLIES CO ART/CRAFT SUPPLIES	31/08/2017	468.73
EF104923	10580	FC COURIERS COURIER SERVICES	31/08/2017	1,343.54
EF104924	10597	FLEXI STAFF PTY LTD EMPLOYMENT SERVICES	31/08/2017	58,715.68
EF104925	10611	FORPARK AUSTRALIA PLAYGROUND EQUIPMENT	31/08/2017	798.60
EF104926	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	31/08/2017	7,281.08
EF104927	10655	GHD PTY LTD CONSULTANCY SERVICES	31/08/2017	8,140.00
EF104928	10679	GRASSTREES AUSTRALIA PLANTS & PLANTING SERVICES	31/08/2017	3,329.50
EF104929	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	31/08/2017	8,331.62
EF104930	10767	INST OF PUBLIC WORKS ENG AUST - NSW TRAINING SERVICES	31/08/2017	16,148.00

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EF104931	10774	IT VISION ANNUAL SOFTWARE SUPPORT FEE	31/08/2017	7,493.20
EF104932	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	31/08/2017	45,769.72
EF104933	10783	JANDAKOT METAL INDUSTRIES METAL SUPPLIES	31/08/2017	14,714.70
EF104934	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	31/08/2017	6,842.50
EF104935	10791	JASMAN ENTERPRISES PTY LTD HIGH PRESSURE CLEANING	31/08/2017	679.42
EF104936	10794	JASON SIGNMAKERS SIGNS	31/08/2017	13,319.90
EF104937	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	31/08/2017	3,279.62
EF104938	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	31/08/2017	1,612.68
EF104939	10888	LJ CATERERS CATERING SERVICES	31/08/2017	6,799.85
EF104940	10896	LOCAL HEALTH AUTHORITIES ANALYTIC ANALYTICAL SERVICES	31/08/2017	26,886.42
EF104941	10906	AUSTRALIAN PLANT WHOLESALERS VARIOUS PLANTS	31/08/2017	228.80
EF104942	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT / REPAIR SERVICES	31/08/2017	18,464.03
EF104943	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	31/08/2017	45,323.45
EF104944	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	31/08/2017	607.91
EF104945	10931	MARLBROH BINGO ENTERPRISES BINGO EQUIPMENT	31/08/2017	150.40
EF104946	10944	MCLEODS LEGAL SERVICES	31/08/2017	19,587.01
EF104947	10953	MELVILLE-COCKBURN CHAMBER OF COM SPONSORSHIP	31/08/2017	1,574.75
EF104948	10991	BEACON EQUIPMENT MOWING EQUIPMENT	31/08/2017	1,407.10
EF104949	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	31/08/2017	471.10
EF104950	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	31/08/2017	11,685.12
EF104951	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	31/08/2017	1,065.00
EF104952	11068	VODAFONE HUTCHISON AUSTRALIA PTY PAGING SERVICES	31/08/2017	665.50
EF104953	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	31/08/2017	7,837.50
EF104954	11152	FULTON HOGAN INDUSTRIES PTY LTD ROAD MAINTENANCE	31/08/2017	7,356.80
EF104955	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	31/08/2017	4,242.15
EF104956	11205	QUALITY TRAFFIC MANAGEMENT PTY LT TRAFFIC CONTROL SERVICES	31/08/2017	12,637.35
EF104957	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	31/08/2017	7,476.69
EF104958	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	31/08/2017	3,630.00
EF104959	11236	RELATIONSHIPS AUSTRALIA WA INC TRAINING SERVICES	31/08/2017	440.00

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EF104960	11244	RESEARCH SOLUTIONS PTY LTD RESEARCH SERVICES	31/08/2017	9,510.51
EF104961	11274	ROTTNEST EXPRESS ENTERTAINMENT SERVICES	31/08/2017	2,077.00
EF104962	11284	ROYAL LIFE SAVING SOCIETY AUSTRALIA TRAINING SERVICES	31/08/2017	1,320.00
EF104963	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	31/08/2017	15,025.30
EF104964	11308	BOSS INDUSTRIAL FORMALLY SBA SUPPLIES HARDWARE SUPPLIES	31/08/2017	2,930.14
EF104965	11334	SHENTON ENTERPRISES PTY LTD POOL EQUIPMENT/SERVICES	31/08/2017	49,303.10
EF104966	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	31/08/2017	462.99
EF104967	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	31/08/2017	1,682.49
EF104968	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	31/08/2017	2,577.50
EF104969	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	31/08/2017	659,781.39
EF104970	11447	SPEARWOOD DALMATINAC CLUB INC COMMUNITY GRANT	31/08/2017	2,177.00
EF104971	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	31/08/2017	924.00
EF104972	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	31/08/2017	336.00
EF104973	11493	SAI GLOBAL LTD PUBLICATIONS - STANDARDS	31/08/2017	2,806.80
EF104974	11496	STANLEE WA LTD CATERING EQUIPMENT/SUPPLIES	31/08/2017	274.45
EF104975	11502	STATE LAW PUBLISHER ADVERTISING SERVICES	31/08/2017	87.90
EF104976	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	31/08/2017	14,300.00
EF104977	11511	STATEWIDE BEARINGS BEARING SUPPLIES	31/08/2017	187.39
EF104978	11512	STATEWIDE CLEANING SUPPLIES PTY LTD CLEANING SUPPLIES/SERVICE	31/08/2017	69.89
EF104979	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	31/08/2017	1,252.90
EF104980	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/08/2017	7,755.00
EF104981	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	31/08/2017	4,123.90
EF104982	11594	MEN OF THE TREES SUPPLY OF PLANTS	31/08/2017	723.70
EF104983	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/08/2017	51,443.11
EF104984	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/08/2017	682.00
EF104985	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/08/2017	14,832.00
EF104986	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	31/08/2017	38.92
EF104987	11658	TRUGRADE MEDICAL SUPPLIES MEDICAL SUPPLIES	31/08/2017	250.90
EF104988	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	31/08/2017	15,422.94

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EF104989	11690	URBAN DEVELOPMENT INSTITUTE OF AU CONSULTANCY SERVICES - PLANNING	31/08/2017	99.00
EF104990	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	31/08/2017	2,200.00
EF104991	11701	VIBRA INDUSTRIA FILTER SUPPLIES	31/08/2017	481.80
EF104992	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	31/08/2017	2,337.50
EF104993	11715	WA BLUEMETAL ROADBASE SUPPLIES	31/08/2017	8,880.96
EF104994	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	31/08/2017	3,936.94
EF104995	11738	WA RANGERS ASSOCIATION INC CONFERENCES/SEMINARS	31/08/2017	1,000.00
EF104996	11749	WARRENS EARTHMOVING CONTRACTORS EARTHMOVING SERVICES	31/08/2017	2,310.00
EF104997	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	31/08/2017	2,665.63
EF104998	11786	WESTCARE INDUSTRIES STATIONERY/SAFETY VESTS	31/08/2017	208.97
EF104999	11787	DEPT OF TRANSPORT VEHICLE SEARCH FEES	31/08/2017	288.50
EF105000	11789	WALGA ADVERTISING/TRAINING SERVICES	31/08/2017	8,970.00
EF105001	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	31/08/2017	38,764.69
EF105002	11795	WESTERN POWER ELECTRICAL SERVICES	31/08/2017	146,562.00
EF105003	11806	WESTRAC PTY LTD REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	31/08/2017	2,147.73
EF105004	11824	WORK CLOBBER SAFETY CLOTHING	31/08/2017	196.00
EF105005	11835	WURTH AUSTRALIA PTY LTD HARDWARE SUPPLIES	31/08/2017	856.14
EF105006	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	31/08/2017	2,397.00
EF105007	11854	ZIPFORM PRINTING SERVICES	31/08/2017	20,724.85
EF105008	11873	WATTLEUP TRACTORS HARDWARE SUPPLIES	31/08/2017	1,938.80
EF105009	12014	TUTT BRYANT EQUIPMENT BT EQUIPMEN EXCAVATING/EARTHMOVING EQUIPMENT	31/08/2017	3,357.88
EF105010	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	31/08/2017	11,494.78
EF105011	12207	CIVICA PTY LTD SOFTWARE SUPPORT/LICENCE FEES	31/08/2017	85,847.83
EF105012	12219	PARKS AND LEISURE AUSTRALIA SUBSCRIPTION RENEWAL	31/08/2017	1,336.50
EF105013	12313	DPS PUBLISHING PTY LTD ADVERTISING AND PUBLISHING	31/08/2017	3,949.00
EF105014	12589	AUSTRALIAN INSTITUTE OF MANAGEMEN TRAINING SERVICES	31/08/2017	875.00
EF105015	12796	ISENTIA PTY LIMITED MEDIA MONITORING SERVICES	31/08/2017	1,358.37
EF105016	12803	ASSUREX ESCROW PTY LTD ANNUAL SOFTWARE FEE	31/08/2017	1,094.50
EF105017	12883	CONSERVATION VOLUNTEERS AUSTRALI ENVIRONMENTAL SERVICES	31/08/2017	1,650.00

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EF105018	12998	PLAYRIGHT AUSTRALIA PTY LTD INSPECTION SERVICES - PLAYGROUNDS	31/08/2017	715.00
EF105019	13056	CLEANDUSTRIAL SERVICES PTY LTD CLEANING SERVICES	31/08/2017	79,125.72
EF105020	13111	OCE-AUSTRALIA LIMITED COPIERS/PRINTERS	31/08/2017	102.40
EF105021	13165	SEBEL FURNITURE LTD FURNITURE SUPPLIES	31/08/2017	3,326.40
EF105022	13179	WR, MA, GD KNIBBS LEASE FEE DRAINAGE SUMP	31/08/2017	1,510.49
EF105023	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	31/08/2017	2,475.00
EF105024	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	31/08/2017	9,235.86
EF105025	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	31/08/2017	1,182.21
EF105026	13825	JACKSON MCDONALD LEGAL SERVICES	31/08/2017	7,950.75
EF105027	13834	SULO MGB AUSTRALIA PTY LTD MOBILE GARBAGE BINS	31/08/2017	112,557.50
EF105028	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	31/08/2017	4,247.10
EF105029	14297	ARTREF PTY LTD OFFICE EQUIPMENT	31/08/2017	1,658.51
EF105030	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	31/08/2017	11,011.45
EF105031	14598	ALF REBOLA THE GOOD GUYS ELECTRICAL GOODS	31/08/2017	2,751.00
EF105032	14667	APPEALING SIGNS SIGNS	31/08/2017	1,955.64
EF105033	15267	CHEMSEARCH AUSTRALIA CHEMICAL SUPPLIES	31/08/2017	3,968.80
EF105034	15271	PLE COMPUTERS PTY LTD PLE CORPORA COMPUTER HARDWARE	31/08/2017	5,620.99
EF105035	15393	STRATAGREEN HARDWARE SUPPLIES	31/08/2017	2,571.88
EF105036	15550	APACE AID PLANTS & LANDSCAPING SERVICES	31/08/2017	1,079.84
EF105037	15588	NATURAL AREA HOLDINGS PTY LTD WEED SPRAYING	31/08/2017	7,557.55
EF105038	15609	CATALYSE PTY LTD CONSULTANCY SERVICES	31/08/2017	1,980.00
EF105039	15678	A2Z PEST CONTROL THE TRUSTEE FOR C PEST CONTROL	31/08/2017	4,368.00
EF105040	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	31/08/2017	104.30
EF105041	15850	ECOSCAPE ENVIRONMENTAL CONSULTANCY	31/08/2017	1,320.00
EF105042	15868	CARDNO (WA) PTY LTD CONSULTANCY SERVICES - ENGINEERING	31/08/2017	21,974.70
EF105043	15914	T-QUIP MOWING EQUIPMENT	31/08/2017	4,262.65
EF105044	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	31/08/2017	13,270.99
EF105045	16107	WREN OIL WASTE DISPOSAL SERVICES	31/08/2017	33.00
EF105046	16108	ALTIFORM PTY LTD OUTDOOR FURNITURE	31/08/2017	22,524.70

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EF105047	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	31/08/2017	73,194.00
EF105048	16510	LLOYD GEORGE ACOUSTICS PTY LTD CONSULTANCY SERVICES - ACOUSTIC	31/08/2017	2,376.00
EF105049	16706	COUNCIL ON THE AGEING (WA) INC EDUCATION SERVICES	31/08/2017	300.00
EF105050	16985	WA PREMIX CONCRETE SUPPLIES	31/08/2017	2,791.36
EF105051	17178	THE CLEAN UP COMPANY WASTE DISPOSAL SERVICES	31/08/2017	2,139.50
EF105052	17279	AUSSIE COOL SHADES SHADE SAILS & AWNINGS	31/08/2017	462.00
EF105053	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/08/2017	5,877.67
EF105054	17555	ALLEASING PTY LTD LEASE REPAYMENTS	31/08/2017	174,148.77
EF105055	17600	ERLECTIONS (WA) GUARD RAILS	31/08/2017	2,005.30
EF105056	17624	ALLSPORTS LINEMARKING LINEMARKING SERVICES	31/08/2017	4,345.00
EF105057	17661	THE COCKBURN BU ADVERTISING SERVICES	31/08/2017	1,100.00
EF105058	17827	NILSEN (WA) PTY LTD ELECTRICAL SERVICES	31/08/2017	22,040.74
EF105059	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	31/08/2017	2,046.00
EF105060	18114	BOLLIG DESIGN GROUP P/L ARCHITECTURAL SERVICES	31/08/2017	4,840.00
EF105061	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	31/08/2017	1,656.82
EF105062	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	31/08/2017	495.00
EF105063	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	31/08/2017	160.40
EF105064	18313	CITY OF WHITTLESEA SEMINAR	31/08/2017	22,000.00
EF105065	18508	JOHN TURNER BRICK LAYING SERVICES	31/08/2017	5,625.00
EF105066	18579	DEPARTMENT OF INDIGENOUS AFFAIRS STREET BANNER SPONSORSHIP	31/08/2017	1,155.00
EF105067	18734	P & R EDWARDS ENTERTAINMENT SERVICES	31/08/2017	125.00
EF105068	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	31/08/2017	850.00
EF105069	18962	SEALANES (1985) P/L CATERING SUPPLIES	31/08/2017	1,317.51
EF105070	19107	FOREVER SHINING MONUMENT	31/08/2017	10,186.00
EF105071	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	31/08/2017	1,700.00
EF105072	19533	WOOLWORTHS LTD GROCERIES	31/08/2017	3,199.22
EF105073	19541	TURF CARE WA PTY LTD TURF SERVICES	31/08/2017	6,319.50
EF105074	19821	STRUCTERRE CONSULTING GROUP STRUCTURAL DESIGN CONSULTANCY SERVICES	31/08/2017	705.10
EF105075	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	31/08/2017	23,367.34

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EF105076	20146	DATA#3 LIMITED CONTRACT IT PERSONNEL & SOFTWARE	31/08/2017	12,309.62
EF105077	20215	POWERVAC CLEANING EQUIPMENT	31/08/2017	528.50
EF105078	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	31/08/2017	21,912.00
EF105079	20535	HOME-GROWN THEATRE DRAMA CLASSES	31/08/2017	2,310.00
EF105080	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	31/08/2017	2,145.00
EF105081	20556	DVG MOUNTWAY MELVILLE PURCHASE OF NEW VEHICLES	31/08/2017	24,672.88
EF105082	20631	ID CONSULTING PTY LTD CONSULTANCY SERVICES	31/08/2017	55,000.00
EF105083	20746	ACCUWEIGH WEIGHING EQUIPMENT	31/08/2017	1,706.36
EF105084	20857	DOCKSIDE SIGNS SIGN MAKERS	31/08/2017	5,346.00
EF105085	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	31/08/2017	132.00
EF105086	21010	REDMAN SOLUTIONS PTY LTD COMPUTER SOFTWARE	31/08/2017	4,572.57
EF105087	21120	SHOREWATER MARINE PTY LTD MARINE CONSTRUCTION SERVICES	31/08/2017	14,901.10
EF105088	21127	JOANNA AYCKBOURN (VOICES IN SINC) INSTRUCTION - SINGING	31/08/2017	400.00
EF105089	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	31/08/2017	12,166.00
EF105090	21291	CHITTERING VALLEY WORM FARM ENVIRONMENTAL EDUCATION	31/08/2017	132.00
EF105091	21294	CAT HAVEN ANIMAL SERVICES	31/08/2017	1,446.00
EF105092	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	31/08/2017	43,487.06
EF105093	21463	CAPITAL FINANCE AUSTRALIA LTD FINANCIAL SERVICES - LEASE FINANCES	31/08/2017	1,881.77
EF105094	21469	JOHN HUGHES VOLKSWAGON PURCHASE OF NEW VEHICLE	31/08/2017	16,627.60
EF105095	21529	BRAND SUCCESS PROMOTIONAL PRODUCTS	31/08/2017	1,155.00
EF105096	21589	SMALL TREE FARM SPECIALTY TREES	31/08/2017	4,174.50
EF105097	21594	GREENSENSE PTY LTD CONSULTANCY - CLIMATE	31/08/2017	3,960.00
EF105098	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	31/08/2017	3,964.40
EF105099	21665	MMJ REAL ESTATE (WA) PTY LTD PROPERTY MANAGEMENT SERVICES	31/08/2017	36,441.67
EF105100	21678	IANNELLO DESIGNS GRAPHIC DESIGN	31/08/2017	907.50
EF105101	21691	ZETTANET PTY LTD INTERNET/WEB SERVICES	31/08/2017	786.67
EF105102	21744	JB HI FI - COMMERCIAL ELECTRONIC EQUIPMENT	31/08/2017	10,766.00
EF105103	21747	UNICARE HEALTH WHEELCHAIR HIRE	31/08/2017	126.50
EF105104	21791	THE LEISURE INSTITUTE OF WA (AQUATI PROFESSIONAL ORGANISATION	31/08/2017	2,775.00

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EF105105	21853	NEARMAP PTY LTD COMPUTER SOFTWARE - PHOTOMAPS	31/08/2017	13,750.00
EF105106	21914	BADHEARTS ENTERTAINMENT SERVICES - BAND	31/08/2017	2,000.00
EF105107	21915	ECOWATER SERVICES PTY LTD MAINTENANCE SERVICES - WASTE SYSTEMS	31/08/2017	211.10
EF105108	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	31/08/2017	1,768.20
EF105109	22106	INTELFIE GROUP SERVICES - DAIP	31/08/2017	11,823.45
EF105110	22182	K-LINE FENCING GROUP FENCING SERVICES	31/08/2017	19,597.60
EF105111	22337	SEGAFREDO ZANETTI AUSTRALIA PTY LTD COFFEE & COFFEE MACHINES	31/08/2017	176.00
EF105112	22404	CLEVERPATCH PTY LTD ARTS/CRAFT SUPPLIES	31/08/2017	924.68
EF105113	22448	CAKES WEST PTY LTD CATERING	31/08/2017	102.10
EF105114	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	31/08/2017	615.03
EF105115	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	31/08/2017	7,607.60
EF105116	22589	JB HI FI - COCKBURN ELECTRICAL EQUIPMENT	31/08/2017	2,682.00
EF105117	22613	VICKI ROYANS ARTISTIC SERVICES	31/08/2017	600.00
EF105118	22619	KSC TRAINING TRAINING SERVICES	31/08/2017	1,320.00
EF105119	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	31/08/2017	765.00
EF105120	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/08/2017	33,502.70
EF105121	22752	ELGAS LIMITED GAS SUPPLIES	31/08/2017	851.25
EF105122	22805	COVS PARTS PTY LTD MOTOR PARTS	31/08/2017	1,393.20
EF105123	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	31/08/2017	76,100.57
EF105124	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	31/08/2017	2,210.13
EF105125	22903	UNIQUE INTERNATIONAL RECOVERIES LTD DEBT COLLECTORS	31/08/2017	1,318.40
EF105126	22913	AUSTRALIAN OFFICE LEADING BRANDS CO ENVELOPES	31/08/2017	626.14
EF105127	23253	KOTT GUNNING LEGAL SERVICES	31/08/2017	2,137.25
EF105128	23332	WRIGHTS HEAVY RECOVERY TOWING SERVICES	31/08/2017	770.00
EF105129	23348	ZUMBA WITH HONEY FITNESS CLASSES	31/08/2017	792.00
EF105130	23351	COCKBURN GP SUPER CLINIC LIMITED TRADING PTY LTD LEASING FEES	31/08/2017	1,982.02
EF105131	23442	PRICEWATERHOUSECOOPERS LEGAL PROFESSIONAL/LEGAL SERVICES	31/08/2017	37,400.00
EF105132	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	31/08/2017	11,860.31
EF105133	23550	HENRICKS CONSULTING PTY LTD CONSULTANCY SERVICES - HUMAN RESOURCES	31/08/2017	1,320.00

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EF105134	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/08/2017	34,536.50
EF105135	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	31/08/2017	57,587.28
EF105136	23844	IDEAL SYSTEMS (WA) PTY LTD LIFTING EQUIPMENT	31/08/2017	1,100.00
EF105137	23849	JCB CONSTRUCTION EQUIPMENT AUSTR PLANT/MACHINERY	31/08/2017	7,640.91
EF105138	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/08/2017	96.03
EF105139	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	31/08/2017	135.30
EF105140	24183	WELLARD GLASS GLASS REPAIR SERVICES	31/08/2017	4,654.10
EF105141	24195	PAYNE'S WINDOW CLEANING AND SERVIC WINDOW CLEANING SERVICES	31/08/2017	19,476.29
EF105142	24506	AMARANT'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	31/08/2017	285.00
EF105143	24524	CALO HEALTH HEARTMOVE CLASSES	31/08/2017	3,260.00
EF105144	24557	AVELING CONSULTANCY SERVICES	31/08/2017	1,622.50
EF105145	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/08/2017	1,697.90
EF105146	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS A PURCHASE OF LIBRARY TAGS	31/08/2017	36,179.00
EF105147	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/08/2017	6,582.00
EF105148	24724	QUALITY MARINE COATING SYSTEMS P/I CLEANING SERVICES - ROAD SURFACES	31/08/2017	3,256.00
EF105149	24734	MYRIAD IMAGES PHOTOGRAPHY SERVICES	31/08/2017	6,132.50
EF105150	24736	ZENIEN CCTV CAMERA LICENCES	31/08/2017	6,813.35
EF105151	24748	PEARMANS ELECTRICAL & MECHANICAL ELECTRICAL SERVICES	31/08/2017	13,615.92
EF105152	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	31/08/2017	6,132.50
EF105153	24949	BITUMEN SURFACING THE TRUSTEE FOR BITUMEN SUPPLIES	31/08/2017	6,786.45
EF105154	24974	SCOTT PRINT PRINTING SERVICES	31/08/2017	15,445.10
EF105155	25060	DFP RECRUITMENT SERVICES EMPLOYMENT SERVICES	31/08/2017	7,482.58
EF105156	25063	SUPERIOR PAK PTY LTD VEHICLE MAINTENANCE	31/08/2017	1,998.60
EF105157	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	31/08/2017	4,323.00
EF105158	25115	FIIG INVESTMENT MANAGEMENT SERVICES	31/08/2017	2,750.00
EF105159	25127	MILMAR DISTRIBUTORS PRINTING SERVICES - ID CARDS	31/08/2017	803.80
EF105160	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	31/08/2017	10,002.30
EF105161	25325	NATSALES ADVERTISING PTY LTD PRINTING SERVICES	31/08/2017	3,960.00
EF105162	25385	CREATIVE PATHWAYS STORYTELLING WORKSHOPS	31/08/2017	250.00

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EF105163	25415	JANDAKOT STOCK & PET SUPPLIES PET SUPPLIES	31/08/2017	242.35
EF105164	25418	CS LEGAL LEGAL SERVICES	31/08/2017	6,826.98
EF105165	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	31/08/2017	2,007.50
EF105166	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	31/08/2017	1,700.45
EF105167	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION WELCOME TO THE COUNTRY PERFORMANCES	31/08/2017	1,800.00
EF105168	25713	DISCUS ON DEMAND THE TRUSTEE FOR PRINTING SERVICES	31/08/2017	1,224.32
EF105169	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	31/08/2017	4,455.00
EF105170	25771	INTEGRAL DEVELOPMENT ASSOCIATES TRAINING COURSES	31/08/2017	3,822.50
EF105171	25795	DEPARTMENT OF PLANNING, LANDS AND TRANSFER OF LAND - LOT 2718 BENEDICK RD	31/08/2017	828.00
EF105172	25796	DISTRICT AUSTRALIA PTY LTD FURNITURE SUPPLIES	31/08/2017	1,556.50
EF105173	25813	LGCONNECT PTY LTD DEVELOPMENT CONSULTANCY	31/08/2017	2,750.00
EF105174	25832	EXTERIA STREET AND PARK INFRASTRUCTURE	31/08/2017	8,394.10
EF105175	25874	BRIGHTSKY AUSTRALIA HEALTHCARE PRODUCTS	31/08/2017	74.95
EF105176	25940	LEAF BEAN MACHINE COFFEE BEAN SUPPLY	31/08/2017	400.00
EF105177	25962	ALL LINES LINEMARKING SERVICES	31/08/2017	5,500.00
EF105178	26020	GRANT ELEVATORS LIFT MAINTENANCE	31/08/2017	858.00
EF105179	26029	AUTOSWEEP WA SWEEPING SERVICES	31/08/2017	3,707.00
EF105180	26067	SPRAYKING WA PTY LTD CHEMICAL WEED CONTROL SERVICES	31/08/2017	550.00
EF105181	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	31/08/2017	511.05
EF105182	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES	31/08/2017	21,503.00
EF105183	26111	ASSETVAL PTY LTD LAND VALUATION SERVICES	31/08/2017	16,170.00
EF105184	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	31/08/2017	8,573.68
EF105185	26120	ECOBURBIA ENVIRONMENTAL WASTE WORKSHOPS	31/08/2017	1,800.00
EF105186	26121	COCKBURN COMMUNITY MEN'S SHED INC FABRICATION SERVICES	31/08/2017	380.00
EF105187	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	31/08/2017	2,090.00
EF105188	26211	AMCOM PTY LTD INTERNET/DATA SERVICES	31/08/2017	13,887.36
EF105189	26251	HEALING INDIA GLASS AND GIFTWARES FACILITATION SERVICES - WORKSHOPS	31/08/2017	200.00
EF105190	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	31/08/2017	3,755.00
EF105191	26303	GECKO CONTRACTING TURF & LANDSCAPE TURF & LANDSCAPE MAINTENANCE	31/08/2017	29,100.50

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EF105192	26310	LOCAL GEOTECHNICS	31/08/2017	3,795.00
		CONSULTANCY SERVICES		
EF105193	26314	CPE GROUP	31/08/2017	5,075.77
		TEMPORARY EMPLOYMENT SERVICES		
EF105194	26323	AT THE KITCHEN	31/08/2017	975.00
		CATERING SERVICES		
EF105195	26330	KENNARDS HIRE - BIBRA LAKE	31/08/2017	3,110.00
		EQUIPMENT HIRE		
EF105196	26359	WILSON SECURITY	31/08/2017	199,604.45
		SECURITY SERVICES		
EF105197	26399	PAPERSCOUT THE TRUSTEE FOR PETER	31/08/2017	924.00
		GRAPHIC DESIGN SERVICES		
EF105198	26403	CHES POWER GROUP	31/08/2017	641.70
		ENGINEERING SOLUTIONS / BACK UP GENERATO		
EF105199	26415	SHAWSETT TRAINING & SAFETY THE SH	31/08/2017	7,460.00
		DRIVER, FIRST AID & SAFETY TRAINING		
EF105200	26442	BULLANT SECURITY PTY LTD KEY WEST	31/08/2017	3,831.44
		LOCKSMITH & SECURITU SERVICES		
EF105201	26449	ECO SHARK BARRIER PTY LTD	31/08/2017	21,250.00
		LEASING FEE FOR SHARK BARRIER		
EF105202	26470	SCP CONSERVATION AND LAND MANAGE	31/08/2017	20,356.60
		FENCING SERVICES		
EF105203	26486	BIBRA LAKE FABRICATORS PTY LTD	31/08/2017	6,435.00
		FABRICATION SERVICES		
EF105204	26516	ULTIMATE LIMESTONE	31/08/2017	143,065.56
		CONSTRUCTION SERVICES		
EF105205	26533	CURTIN UNIVERSITY OF TECHNOLOGY	31/08/2017	4,566.00
		PROGRAM ASSESSMENTS		
EF105206	26536	SKYLINE LANDSCAPE SERVICES (WA)	31/08/2017	53,441.68
		LANDSCAPING SERVICES		
EF105207	26543	PUBLIC OUTDOOR PTY LTD	31/08/2017	2,433.75
		OUTDOOR PING PONG TABLE		
EF105208	26549	SHARON GREGORY (KOORT-KADAK CONS	31/08/2017	50.00
		CONSULTANCY SERVICES		
EF105209	26550	GAME VAULT PTY LTD	31/08/2017	930.00
		AMUSEMENT SERVICES		
EF105210	26571	MARK IT	31/08/2017	1,270.50
		PRINTING SERVICES/PROMOTIOANL		
EF105211	26574	EVA BELLYDANCE	31/08/2017	150.00
		ENTERTAINMENT - BELLY DANCING		
EF105212	26586	WA TEMPORARY FENCING SUPPLIES	31/08/2017	1,287.00
		FENCING - TEMPORARY		
EF105213	26597	WEST COAST SHADE PTY LTD	31/08/2017	7,095.00
		SHADE STRUCTURES		
EF105214	26606	ENVIRO INFRASTRUCTURE PTY LTD	31/08/2017	40,526.06
		CONSTRUCTION& FABRICATION		
EF105215	26609	BASICS APPROVAL SERVICES	31/08/2017	1,155.00
		BUILDING SURVEYING		
EF105216	26610	TRACC CIVIL PTY LTD	31/08/2017	19,522.38
		CIVIL CONSTRUCTION		
EF105217	26613	AVE BIN AND BBQ CLEANING PTY LTD	31/08/2017	1,767.00
		CLENAING SERVICES (BBQ - BINS)		
EF105218	26614	MARKETFORCE PTY LTD	31/08/2017	837.19
		ADVERTISING		
EF105219	26619	SPEARWOOD NEWS DELIVERY	31/08/2017	747.75
		NEWSPAPER DELIVERY		
EF105220	26625	ANDOVER DETAILERS	31/08/2017	1,661.34
		CAR DETAILING SERVICES		

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EF105221	26639	SAFEGUARD INDUSTRIES	31/08/2017	900.00
EF105222	26647	SECURITY DOORS, SCREENS AND ROLLER SHUTT MULTIPLEX CONSTRUCTIONS PTY LTD	31/08/2017	12,100.00
EF105223	26655	BUILDING - CONSTRUCTION WORLDWIDE PRINTING SOLUTIONS EAST	31/08/2017	8,832.00
EF105224	26656	PRINTING SERVICES ENVIRONMENTAL HEALTH AUSTRALIA (W	31/08/2017	3,250.00
EF105225	26677	MEMBERSHIP, CONFERENCES AND TRAINING FO AUSTRALIA AND NEW ZEALAND RECYCLI	31/08/2017	349.91
EF105226	26713	NOT- FOR-PROFIT MEMBER SERVICES BODY STONERIDGE QUARRIES WA	31/08/2017	936.31
EF105227	26721	RECYCLING SERVICES QUAD SERVICES PTY LTD	31/08/2017	16,949.80
EF105228	26735	CLEANING SERVICES SHANE MCMASTER SURVEYS	31/08/2017	7,480.00
EF105229	26739	SURVEY SERVICES KERB DOCTOR	31/08/2017	3,752.10
EF105230	26743	KERB MAINTENANCE STATEWIDE TURF SERVICES	31/08/2017	6,127.00
EF105231	26746	TURF RENOVATION MOWER CITY	31/08/2017	2,015.00
EF105232	26747	LAWN MAINTENANCE BELL-VISTA FRUIT & VEG	31/08/2017	658.23
EF105233	26752	FRUIT AND VEGETABLES. MG GROUP WA	31/08/2017	49,646.40
EF105234	26754	CONSTRUCTION INSIGHT CALL CENTRE SERVICES	31/08/2017	5,584.05
EF105235	26766	CALL CENTRE SERVICES JPW EARTHMOVING PTY LTD	31/08/2017	54,375.75
EF105236	26770	EARTHMOVING SERVICES LAKESIDE MOWERS & MOTORCYCLES	31/08/2017	179.00
EF105237	26774	REPAIRS/MAINTENANCE SERVICES NATURALISTE LAND SURVEYS	31/08/2017	1,100.00
EF105238	26780	SURVEYING SERVICES METROPOLITAN OMNIBUS COMPANY	31/08/2017	308.00
EF105239	26781	BUS HIRE THE ARCHERY CENTRE & LASER RANGE	31/08/2017	1,750.00
EF105240	26782	ENTRY FEES SOFT LANDING	31/08/2017	10,112.40
EF105241	26786	RECYCLING SERVICES NUTURF	31/08/2017	165.00
EF105242	26797	HERBICIDE PRODUCTS DONEGAN ENTERPRISES PTY LTD	31/08/2017	3,355.00
EF105243	26798	INSTALL PARK FURNITURE CASTLEROCK INSTITUTE OF MUSIC	31/08/2017	770.00
EF105244	26807	MUSIC PRODUCTION /D.J/ MUSIC EDUCATION TRANSAIR TWO WAY RADIO	31/08/2017	1,298.00
EF105245	26811	EQUIPMENT REPAIRS & MAINTENANCE SERVICES ROMERI MOTOR TRIMMERS	31/08/2017	110.00
EF105246	26812	UPHOLSTERY REPAIR BROOKS CHOICE REMOVALS	31/08/2017	2,975.50
EF105247	26822	REMOVALISTS CSE CROSSCOM PTY LTD	31/08/2017	926.20
EF105248	26824	COMMUNICATION EQUIPMENT WEB KEY IT PTY LTD	31/08/2017	297.00
EF105249	26830	WEBSITE CONSULTANCY ECO EATS CATERING	31/08/2017	914.95
		CATERING		

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EF105250	26831	AFL SPORTS READY LTD EDUCATION & TRAINING	31/08/2017	1,158.56
EF105251	26888	MEDIA ENGINE GRAPHIC DESIGN, MARKETING, VIDEO PRODUCT	31/08/2017	3,900.00
EF105252	26898	SPANDEX ASIA PACIFIC PTY LTD SIGNAGE SUPPLIER	31/08/2017	7,402.94
EF105253	26900	BG & E PTY LTD CONSULTING ENGINEERING	31/08/2017	4,933.50
EF105254	26901	ALYKA PTY LTD DIGITAL CONSULTANCY AND WEB DEVELOPMENT	31/08/2017	1,347.50
EF105255	26903	WOOD & GRIEVE ENGINEERS LTD ENGINEERING	31/08/2017	8,800.00
EF105256	26909	WEST COAST PROFILERS PTY LTD ROAD PLANING COLD SERVICES	31/08/2017	18,280.90
EF105257	26911	HARVEY NORMAN OCONNOR RETAIL	31/08/2017	98.00
EF105258	26917	CIRRUS NETWORKS PTY LTD IT SERVICES	31/08/2017	8,450.39
EF105259	26929	ELAN ENERGY MATRIX PTY LTD RECYCLING SERVICES	31/08/2017	1,364.58
EF105260	26935	IRRIGATION WA PTY LTD IRRIGATION SERVICES	31/08/2017	896.50
EF105261	26938	MAJESTIC PLUMBING PLUMBING	31/08/2017	88,286.00
EF105262	26940	FLOORWEST FLOOR COVERINGS	31/08/2017	7,810.00
EF105263	26946	AV TRUCK SERVICES PTY LTD TRUCK DEALERSHIP	31/08/2017	494.00
EF105264	26964	SOUTH METROPOLITAN TAFE EDUCATION	31/08/2017	602.89
EF105265	26974	MISTER MAGNETS PROMOTIONAL PRODUCTS - MAGNETS	31/08/2017	6,768.00
EF105266	26982	PLANTRITE PLANTS	31/08/2017	364.65
EF105267	26985	ACCESS ICON PTY LTD DRAINAGE PRODUCTS	31/08/2017	665.50
EF105268	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	31/08/2017	2,376.00
EF105269	26996	SOUTHERN WIRE INDUSTRIAL PTY LTD FENCING	31/08/2017	5,748.21
EF105270	27002	COCKBURN PARTY HIRE HIRE SERVICES	31/08/2017	82.00
EF105271	27010	QUANTUM BUILDING SERVICES PTY LTD BUILDING MAINTENANCE	31/08/2017	3,057.55
EF105272	27015	INTELLI TRAC GPS TRACKING	31/08/2017	1,534.50
EF105273	27020	TENDERLINK.COM INTERNET ACCESS SERVICES	31/08/2017	330.00
EF105274	27023	SOLARGAIN PV PTY LTD SOLAR ENERGY PROVIDER	31/08/2017	23,378.30
EF105275	27027	FRIG TECH WA REFRIDGERATION SERVICES	31/08/2017	4,375.25
EF105276	27031	DOWNER EDI WORKS PTY LTD ASPHALT SERVICES	31/08/2017	36,368.85
EF105277	27032	WTP AUSTRALIA PTY LTD QUANTITY SURVEYORS	31/08/2017	2,750.00
EF105278	27044	GRAFFITI SYSTEMS AUSTRALIA GRAFFITI REMOVAL & ANTI-GRAFFITI COATING	31/08/2017	10,370.28

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EF105279	27045	GANTNER ELECTRONICS PTY LTD ELECTRICAL	31/08/2017	43,714.00
EF105280	27046	TFH HIRE SERVICES PTY LTD HIRE FENCING	31/08/2017	2,060.85
EF105281	27052	EVENT MARQUEES MARQUEE HIRE	31/08/2017	982.00
EF105282	27060	CANTERBURY GROUP PTY LTD OFFICE FURNITURE	31/08/2017	7,722.00
EF105283	27063	NATURE PLAY SOLUTIONS PLAYGROUND DESIGN/CONSULTANCY	31/08/2017	35,360.60
EF105284	27064	COMMUNITY FIRST INTERNATIONAL DISABILITY SERVICES	31/08/2017	2,739.00
EF105285	27065	WESTBOOKS BOOKS	31/08/2017	2,531.36
EF105286	27071	PRO-AM AUSTRALIA SWIMWEAR, AQUATIC PRODUCTS	31/08/2017	6,539.50
EF105287	27072	NORDIC FITNESS EQUIPMENT FITNESS EQUIPMENT	31/08/2017	945.00
EF105288	27076	PROLUDIC PTY LTD PLAYGROUND DESIGN/EQUIPMENT	31/08/2017	396.00
EF105289	27081	BCL GROUP PTY LTD CIVIL ENGINEERING	31/08/2017	239,027.97
EF105290	27082	KULBARDI PTY LTD STATIONERY SUPPLIES	31/08/2017	1,008.98
EF105291	27087	TRANSKARD PTY LTD STORAGE SERVICES	31/08/2017	424.28
EF105292	27092	SPRAYLINE SPRAYING EQUIPMENT SPRAYING EQUIPMENT	31/08/2017	563.55
EF105293	27093	MAGNETIC AUTOMATION PTY LTD GATES/BARRIERS	31/08/2017	1,094.50
EF105294	27098	Q2 (Q-SQUARED) DIGITAL DATA SERVICE	31/08/2017	8,250.00
EF105295	27104	BLACK DIAMOND SECURITY (AUSTRALIA) SECURITY	31/08/2017	10,642.50
EF105296	27113	COLE WORKWEAR PTY LTD CLOTHING PROTECTIVE/INDUSTRIAL	31/08/2017	1,219.35
EF105297	27115	A PLUS TRAINING SOLUTIONS PTY LTD SMALL PLANT SAFETY TRAINING	31/08/2017	5,250.00
EF105298	27117	SIGNCRAFT WA PTY LTD SIGNAGE	31/08/2017	577.50
EF105299	27119	MONITORED SECURITY SYSTEMS PTY LTD SECURITY	31/08/2017	377.12
EF105300	27124	LYCOPodium INFRASTRUCTURE PTY LTD ENGINEERING SERVICES	31/08/2017	4,553.45
EF105301	27126	LINDSAY MILES EDUCATION (SUSTAINABILITY)	31/08/2017	50.00
EF105302	27130	OOH MEDIA SOCIAL SPORTS PTY LTD DIGITAL MARKETING & SOFTWARE SERVICE PRO	31/08/2017	1,364.00
EF105303	27131	WEST COAST COMMERCIAL INDUSTRIES LOCKERS	31/08/2017	2,857.80
EF105304	27132	WILMA SCENINI TRAINING & INSTRUCTOR	31/08/2017	850.00
EF105305	27142	FRONTLINE INTERIORS CABINET MAKING & SHOP FITTING	31/08/2017	5,218.40
EF105306	27150	ALUMINIUM SEATING SPECIALISTS MANUFACTURING & SUPPLYING ALUMINIUM FURNI	31/08/2017	4,265.80
EF105307	27153	C R WARNE TROPHIES PTY. LTD TROPHIES, PLAQUES	31/08/2017	5,054.94

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EF105308	27163	EMP INDUSTRIAL AUSTRALASIA PTY LTD YOGA & FITNESS EQUIPMENT	31/08/2017	4,707.56
EF105309	27166	TJS SERVICES (WA) PTY LTD FACILITY SERVICES	31/08/2017	49,587.79
EF105310	27168	NIGHTLIFE MUSIC PTY LTD MUSIC MANAGEMENT	31/08/2017	506.00
EF105311	27169	NATURAL POWER SOLUTIONS PTY LTD POWER PROTECTION PRODUCTS	31/08/2017	8,757.10
EF105312	27174	PERTH GEOTECHNICS ENGINEERING AND GEOTECHNICAL CONSULTANT	31/08/2017	8,288.50
EF105313	27177	INITIAL HYGIENE HYGIENE	31/08/2017	3,401.86
EF105314	27179	PLUNGE & CO CAFE CATERING SERVICES	31/08/2017	365.01
EF105315	27181	GREEN GURUS CONSULTANCY	31/08/2017	220.00
EF105316	27185	STONECRAFT MASONRY SOLUTIONS STONE MASON	31/08/2017	5,775.00
EF105317	27190	OFFICEWORKS STATIONERY SUPPLIES	31/08/2017	1,380.95
EF105318	27194	ANIMAL CARE EQUIPMENT & SERVICES A ANIMAL HANDLING & CATCHING EQUIPMENT	31/08/2017	1,528.69
EF105319	27197	TURFCARE AUSTRALIA PTY LTD CHEMICAL SUPPLIES	31/08/2017	409.20
EF105320	27209	AXIS PLUMBING WA (SMALL WORKS) PTY PLUMBING	31/08/2017	19,580.00
EF105321	27235	COVE WATERWAYS MANAGEMENT AQUATIC WEED REMOVAL	31/08/2017	4,950.00
EF105322	27236	INTERSKILL TRAINING	31/08/2017	825.00
EF105323	27239	RESPONSIBLE CAFES EDUCATION ENVIROMENTAL	31/08/2017	3,500.00
EF105324	27242	KP ELECTRIC (AUSTRALIA) PTY LTD ELECTRICAL SERVICES	31/08/2017	789.92
EF105325	27245	BEAUMONDE CATERING CATERING	31/08/2017	21,647.80
EF105326	27247	MINC SERVICES WA BUILDING MAINTENANCE	31/08/2017	4,296.60
EF105327	27252	POSITION PARTNERS SURVEY	31/08/2017	2,267.06
EF105328	27254	BRENTON SEE VISUAL ARTIST ARTISTIC	31/08/2017	5,000.00
EF105329	27255	MEL MCVEE ARTISTIC	31/08/2017	5,500.00
EF105330	27260	EQUAL DISABILITY CONSULTANTS CONSULTANCY - DISABILITY	31/08/2017	3,366.00
EF105331	27267	KEOGH BAY CONSULTING CONSULTANCY	31/08/2017	4,730.00
EF105332	27268	FOCUS ENVIRO PLANT & MACHINERY	31/08/2017	151,603.20
EF105333	99996	NICOLE MOSQUEDA RATES REFUND	31/08/2017	15.00
EF105334	99996	JESSICA LANZA RATES REFUND	31/08/2017	150.00
EF105335	99996	MARIA BUCKINGHAM RATES REFUND	31/08/2017	30.00
EF105336	99996	WESTSCAN PTY LTD RATES REFUND	31/08/2017	295.00

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EF105337	99996	ELLIOTT DAVID RAINE RATES REFUND	31/08/2017	15.00
EF105338	99996	ROBERT DE BONI RATES REFUND	31/08/2017	1,600.00
EF105339	99996	KAREN PRYCE-HOWELLS RATES REFUND	31/08/2017	2,300.00
EF105340	99996	NOEMY MANANSALA RATES REFUND	31/08/2017	4,026.46
EF105341	99996	BYRON DAVEY RATES REFUND	31/08/2017	350.00
EF105342	99996	NICOLE RENNIE RATES REFUND	31/08/2017	1,500.00
EF105343	99996	SANDRA GONCALVES RATES REFUND	31/08/2017	921.77
EF105344	99996	LINDA PENGILLY RATES REFUND	31/08/2017	1,020.27
EF105345	99996	MONICA MALE RATES REFUND	31/08/2017	1,821.57
EF105346	99996	DEAN LUCAS RATES REFUND	31/08/2017	750.00
EF105347	99996	DEAN LUCAS RATES REFUND	31/08/2017	1,450.00
EF105348	99996	ANDREA PAVICH RATES REFUND	31/08/2017	597.95
EF105349	99996	CHRISTOPHER BALDEY RATES REFUND	31/08/2017	1,377.19
EF105350	99996	SEIW HAR FOX RATES REFUND	31/08/2017	295.00
EF105351	99996	USHTA TE PROPERTY INVESTMENT PTY LTD RATES REFUND	31/08/2017	1,775.14
EF105352	10047	ALINTA ENERGY NATURAL GAS & ELECTRCITY SUPPLY	31/08/2017	79,960.91
EF105353	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	31/08/2017	286,896.25
EF105354	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	31/08/2017	18,182.14
027045	99999	ACCENT NOMINEES PTY LTD ATT: STEVE BOAT PEN REFUND	14/08/2017	446.27
027046	99999	TIMOTHY ANTHONY BOAT PEN REFUND	14/08/2017	444.97
027048	11758	WATER CORP UTILITY ACCOUNT WATER USAGE / SUNDRY CHARGES	31/08/2017	32,483.36
027049	99999	MR KEN JONES BOAT PEN REFUND	31/08/2017	150.00
027050	99999	COCKBURN SENIOR CITIZEN ASSOCIATION BUS BOND REFUND	31/08/2017	80.00
027051	99999	COCKBURN SENIOR CITIZEN ASSOCIATION BUS BOND REFUND	31/08/2017	60.00
027052	99999	BCL GROUP PTY LTD BOND REFUND	31/08/2017	9,747.72
027053	99995	101 RESIDENTIAL RATES REFUND	31/08/2017	1,275.67
027054	99995	GRAEME R BROWN RATES REFUND	31/08/2017	147.00
027055	99995	INSTANT TRANSPORTABLE OFFICES PTY LTD RATES REFUND	31/08/2017	25.00
027056	99995	MIYON MATHEWS RATES REFUND	31/08/2017	222.00

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027057	99995	OFFICE OF STATE REVENUE	31/08/2017	47.37
		RATES REFUND		
027058	10330	CITY OF STIRLING	31/08/2017	2,811.19
		REPLACEMENT OF LIBRARY SUPPLIES		
027059	10600	FLICK ANTICIMECT PTY LTD FORMERLY	31/08/2017	385.00
		PEST CONTROL		
027060	16940	RAC SECURITY SERVICES	31/08/2017	200.00
		SECURITY SERVICES		
		ADD RETENTION HELD		
		NIL		
		LESS CANCELLED PAYMENTS		
027027		FRAN GILBERTSON	9/08/2017	-150.00
027033		KEVIN SNOOK	8/08/2017	-80.00
027034		KEVIN SNOOK	8/08/2017	-60.00
027041		FLICK PEST CONTROL SERVICES	10/08/2017	-385.00
EF102549		D & LV SICUSO	15/08/2017	-50.00
EF103451		ANTHONY C D'ORAZIO	28/08/2017	-42.50
EF104033		NICOLE MOSQUEDA	8/08/2017	-15.00
EF104041		JESSICA LANZA	3/08/2017	-150.00
EF104358		UNIQUE INTERNATIONAL RECOVERIES LLC	18/08/2017	-819.20
EF104700		DJ & SM BEISLEY	8/08/2017	-500.00
EF104703		DJ & SM BEISLEY	8/08/2017	-584.00
EF104709		ACCENT NOMINEES	14/08/2017	-446.27
		PAYMENT LIST TOTAL		7,808,756.30
		TOTAL AS PER AP SOURCE 18GLACT9991000		7,808,756.30
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		90,824.27
		MERCHANT FEES SLLC		209.12
		MERCHANT FEES ARC		3,961.84
		MERCHANT FEES VARIOUS OUT CENTRES		182.89
		NATIONAL BPAY CHARGE		11,224.96
		RTGS/ACLR FEE		29.00
		NAB TRANSACT FEE		1,531.98
		MERCHANDISE / OTHER FEES		
		CBA CREDIT CARD PAYMENT		72,599.69
				180,563.75
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		85,456.99
		IHC PAYMENTS		135,632.77
				221,089.76
		PAYROLL TRANSACTIONS		
1/08/2017		COC08/06/17 Pmt 000101137156 City of Cockburn		38,881.28
1/08/2017		Rebank 2871 Pmt 000101137653 City of Cockburn		350.00
9/08/2017		COC13/07/17 Pmt 000101597547 City of Cockburn		20,913.55
9/08/2017		COC08/08/17 Pmt 000101597789 City of Cockburn		1,269,756.86
10/08/2017		COC10/08/17 Pmt 000101677880 City of Cockburn		1,717.39
11/08/2017		COC11/08/17 Pmt 000101756172 City of Cockburn		107.08
16/08/2017		COC11/08/17 Pmt 000101974634 City of Cockburn		6,145.22
23/08/2017		COC22/08/17 Pmt 000102321470 City of Cockburn		1,244,151.93
23/08/2017		PAYROLL Pmt 000102336746 City of Cockburn		1,892.30
				2,583,915.61
		TOTAL PAYMENTS FOR AUGUST		10,794,325.42

PAYMENT SUMMARY

CHEQUE PAYMENTS

027045 - 027060

ELECTRONIC FUNDS TRANSFER PAYMENT

EF104699 – EF105354

CANCELLED PAYMENTS

027027; 027033; 027034; 027041;
EF102549; EF103451; EF104033; EF104041; EF104358;
EF104700; EF104703; EF104709

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2017

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	97,996,312	97,893,562	0%	102,749	106,617,419	108,619,823
Financial Services	219,406	133,184	65%	86,222	662,100	662,100
Information Services	-	250	-100%	(250)	1,500	1,500
Human Resource Management	34,600	48,665	-29%	(14,065)	292,000	292,000
Library Services	9,011	8,858	2%	154	53,146	53,146
Recreation & Community Safety	1,931,989	1,563,454	24%	368,535 ✓	9,187,863	9,197,863
Community Development & Services	1,758,634	1,682,943	4%	75,691	8,821,350	8,635,797
Corporate Communications	2,236	8,600	-74%	(6,364)	13,400	13,400
Statutory Planning	158,771	228,667	-31%	(69,895)	1,372,000	1,372,000
Strategic Planning	738,845	868,761	-15%	(129,916)	2,961,734	2,961,734
Building Services	434,249	454,320	-4%	(20,071)	1,460,650	1,460,650
Environmental Health	226,765	232,250	-2%	(5,485)	325,500	325,500
Waste Services	3,363,853	3,723,622	-10%	(359,769) X	9,340,885	9,340,885
Parks & Environmental Services	7,680	1,703	351%	5,977	10,220	10,220
Engineering Services	80,188	41,353	94%	38,835	248,120	248,120
Infrastructure Services	203,733	63,901	219%	139,833	1,097,797	1,097,797
	107,166,274	106,954,094	0%	212,180	142,465,683	144,292,534
Total Operating Revenue	107,166,274	106,954,094	0%	212,180	142,465,683	144,292,534
Operating Expenditure						
Governance	(499,023)	(554,781)	-10%	55,758	(4,406,512)	(4,416,012)
Strategy & Civic Support	(101,695)	(160,172)	-37%	58,477	(1,234,217)	(1,234,467)
Financial Services	(1,706,009)	(1,601,571)	7%	(104,438)	(5,534,457)	(5,975,527)
Information Services	(1,242,641)	(843,158)	47%	(399,482) X	(5,277,917)	(5,266,526)
Human Resource Management	(523,231)	(524,603)	0%	1,371	(2,845,516)	(2,775,521)
Library Services	(669,634)	(611,647)	9%	(57,987)	(3,758,725)	(3,683,813)
Recreation & Community Safety	(2,071,062)	(2,315,530)	-11%	244,468 ✓	(15,676,694)	(15,576,109)
Community Development & Services	(1,596,019)	(2,033,608)	-22%	437,590 ✓	(11,501,346)	(10,928,756)
Corporate Communications	(381,972)	(419,368)	-9%	37,396	(3,417,525)	(3,417,525)
Statutory Planning	(201,033)	(240,294)	-16%	39,261	(1,576,865)	(1,576,865)
Strategic Planning	(284,115)	(282,008)	1%	(2,107)	(1,911,561)	(1,851,561)
Building Services	(195,653)	(253,753)	-23%	58,100	(1,670,771)	(1,670,771)
Environmental Health	(244,474)	(288,998)	-15%	44,524	(1,864,428)	(1,859,118)
Waste Services	(2,495,333)	(3,167,754)	-21%	672,421 ✓	(19,840,746)	(19,841,080)
Parks & Environmental Services	(1,418,275)	(2,214,339)	-36%	796,065 ✓	(13,429,993)	(13,330,993)
Engineering Services	(1,309,077)	(1,453,363)	-10%	144,286	(8,093,516)	(7,901,213)
Infrastructure Services	(1,426,769)	(1,694,758)	-16%	267,990 ✓	(10,082,850)	(9,916,832)
	(16,366,014)	(18,659,706)	-12%	2,293,692	(112,123,641)	(111,222,691)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2017

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	268,679	219,658	22%	49,020	1,293,775	1,331,071
Add: Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(41,720)	(41,720)	0%	-	(250,320)	(250,320)
Furniture and Equipment	(51,034)	(33,894)	51%	(17,140)	(203,364)	(203,364)
Plant & Machinery	(498,406)	(500,199)	0%	1,793	(2,999,255)	(2,999,255)
Buildings	(950,738)	(891,672)	7%	(59,066)	(5,350,032)	(5,350,032)
Infrastructure - Roads	(1,847,918)	(1,847,918)	0%	-	(11,087,508)	(11,087,508)
Infrastructure - Drainage	(420,784)	(420,784)	0%	-	(2,524,704)	(2,524,704)
Infrastructure - Footpaths	(201,370)	(201,370)	0%	-	(1,208,220)	(1,208,220)
Infrastructure - Parks Equipment	(616,932)	(616,932)	0%	-	(3,701,592)	(3,701,592)
Landfill Infrastructure	(186,794)	(186,794)	0%	-	(1,120,764)	(1,120,764)
Marina Infrastructure	(162,364)	(162,364)	0%	-	(974,184)	(974,184)
	(4,978,060)	(4,903,647)	2%	(74,413)	(29,419,943)	(29,419,943)
Total Operating Expenditure	(21,075,395)	(23,343,694)	-10%	2,268,299	(140,249,810)	(139,311,564)
Change in Net Assets Resulting from Operations	86,090,879	83,610,399	3%	2,480,479	2,215,873	4,980,970
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant and Machinery	234,849	(25,898)	-1007%	260,747 ✓	(96,888)	(201,388)
Freehold Land	-	250,000	-100%	(250,000) ✗	2,513,103	1,763,103
Buildings	-	-	0%	-	-	-
	234,849	224,102	5%	10,747	2,416,215	1,561,715
Capital Expenditure						
Computer Equipment	(202,723)	(329,023)	-38%	126,300	(2,979,778)	(2,197,915)
Furniture and Equipment	(237,462)	(240,930)	-1%	3,468	(931,930)	(509,000)
Plant & Machinery	(152,470)	(687,027)	-78%	534,556 ✓	(4,217,982)	(3,992,000)
Land	-	(218,988)	-100%	218,988 ✓	(766,967)	(110,000)
Buildings	(877,568)	(3,135,351)	-72%	2,257,783 ✓	(19,676,064)	(17,664,000)
Infrastructure - Roads	(556,596)	(1,416,713)	-61%	860,117 ✓	(15,258,364)	(11,794,788)
Infrastructure - Drainage	(18,944)	(416,427)	-95%	397,483 ✓	(1,743,654)	(1,000,000)
Infrastructure - Footpaths	(73,052)	(143,650)	-49%	70,598	(1,590,096)	(1,180,440)
Infrastructure - Parks Equipment	(744,652)	(1,669,442)	-55%	924,790 ✓	(10,707,564)	(8,567,000)
Infrastructure - Parks Landscaping	(103,979)	(390,289)	-73%	286,309 ✓	(1,439,184)	(1,500,000)
Landfill Infrastructure	(138,766)	(369,462)	-62%	230,696 ✓	(1,103,385)	(190,000)
Note 1.	(3,106,213)	(9,017,301)	-66%	5,911,088	(60,414,968)	(48,705,143)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2017

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add: Gifted Subdivision Assets	-	-	0%	-	-	-
Add: Land - Vested in Crown	(350,000)	-	0%	(350,000) X	-	-
Add: Transfer to Reserves	(5,174,850)	(5,618,644)	-8%	443,794 ✓	(26,349,306)	(25,599,306)
Add Funding from						
Non-Operating Grants, Subsidies and Contributions	1,117,232	1,527,136	-27%	(409,903) X	13,069,709	11,336,931
Developers Contributions Plans: Cash	805,728	1,002,956	-20%	(197,228)	6,017,736	6,017,736
Proceeds on Sale of Assets	234,849	394,000	-40%	(159,151)	4,432,500	3,578,000
Reserves	5,982,331	7,664,036	-22%	(1,681,704) X	32,626,658	19,082,533
Gifted Subdivision Assets	-	-	0%	-	-	-
	8,140,141	10,588,127	-23%	(2,447,986)	56,146,603	40,015,200
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	4,791,266	4,716,853	2%	74,413	28,299,179	28,299,179
Amortisation on Assets	186,794	186,794	0%	-	1,120,764	1,120,764
Profit/(Loss) on Assets Disposal	(234,849)	(224,102)	5%	(10,747)	(2,416,215)	(1,561,715)
Loan Repayments	-	-	0%	-	(2,597,176)	(2,597,176)
Non-Current Leave Provisions	11,877	-	0%	11,877	-	-
Deferred Pensioners Adjustment	481	-	0%	481	-	-
	4,755,569	4,679,545	2%	76,024	24,406,552	25,261,052
Opening Funds	1,339,669	2,500,000	-46%	(1,160,331)	2,500,000	2,500,000
Closing Funds	91,930,043	86,965,973	6%	4,964,069	920,968	14,487
	-	-		-	-	-
		255		(255)		

Notes to Statement of Financial Activity

Note 1.

Additional information on the capital works program including committed orders at end of month:

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Assets Classification						
Computer Equipment	(202,723)	(381,842)	(584,565)	(329,023)	(2,979,778)	2,395,213
Furniture and Equipment	(237,462)	(179,499)	(416,962)	(240,930)	(931,930)	514,968
Plant & Machinery	(152,470)	(575,289)	(727,759)	(687,027)	(4,217,982)	3,490,223
Land	-	-	-	(218,988)	(766,967)	766,967
Buildings	(877,568)	(6,588,521)	(7,466,090)	(3,135,351)	(19,676,064)	12,209,974
Infrastructure - Roads	(556,596)	(2,129,346)	(2,685,942)	(1,416,713)	(15,258,364)	12,572,422
Infrastructure - Drainage	(18,944)	(31,150)	(50,094)	(416,427)	(1,743,654)	1,693,560
Infrastructure - Footpaths	(73,052)	(5,203)	(78,255)	(143,650)	(1,590,096)	1,511,841
Infrastructure - Parks Equipment	(744,652)	(1,146,191)	(1,890,843)	(1,669,442)	(10,707,564)	8,816,721
Infrastructure - Parks Landscaping	(103,979)	(307,405)	(411,384)	(390,289)	(1,439,184)	1,027,800
Landfill Infrastructure	(138,766)	(682,853)	(821,620)	(369,462)	(1,103,385)	281,765
	(3,106,213)	(12,027,300)	(15,133,514)	(9,017,301)	(60,414,968)	45,281,454

Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
Current Assets				
Cash & Investments	154,582,201	204,155,893	113,947,104	115,497,141
Rates Outstanding	57,748,178	2,150,000	2,150,000	2,150,000
Rubbish Charges Outstanding	489,110	120,001	120,000	120,000
Sundry Debtors	3,708,829	4,000,000	4,000,000	4,000,000
GST Receivable	(106,942)	-	-	-
Prepayments	6,819,699	420,000	420,000	420,000
Accrued Debtors	-	-	-	-
Stock on Hand	23,072	14,000	14,000	14,000
	223,264,146	210,859,894	120,651,104	122,201,141
Current Liabilities				
Creditors	(18,076,080)	(11,302,735)	(11,260,049)	(11,260,049)
Income Received in Advance	(1,188,803)	(1,500,000)	(1,500,000)	(1,500,000)
GST Payable	(252,490)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,286,340)	(3,998,591)	(3,992,256)	(3,992,256)
Provision for Long Service Leave	(2,451,508)	(2,000,000)	(2,000,000)	(2,000,000)
	(26,255,221)	(18,801,326)	(18,752,305)	(18,752,305)
Net Current Assets	197,008,924	192,058,569	101,898,799	103,448,836
Add: Non Current Investments	4,941,023	4,825,000	4,825,000	4,825,000
	201,949,947	196,883,569	106,723,799	108,273,836
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(110,019,905)	(109,917,596)	(105,931,635)	(108,259,348)
Deposits & Bonds Liability *	-	-	-	-
	91,930,043	86,965,973	792,164	14,487
Closing Funds (as per Financial Activity Statement)	91,930,043	86,965,973	792,164	14,487

See attached Reserve Fund Statement

* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
Budget Adoption				Closing Funds Surplus(Deficit)				14,487
GL	131	Recovery of Multicultural Officer		Operating Income		140		14,627
GL	855	Reduction in Insurance charges		Operating Expenditure		490,416		505,043
GL	105	Reduction in FAGS grant		Operating Income			40,968	464,075
CW	5681	Reduction in Tree Planting CW		Operating Expenditure		445,000		909,075
GL	355	Management cost recovery		Operating Income		11,893		920,968
				Closing Funds Surplus (Deficit)	0	947,449	40,968	920,968

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 August 2017

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	96,239,872	96,264,809	(24,937)	99,956,512	99,981,449	99,981,449
02 Specified Area Rates	371,049	330,000	41,049	371,049	330,000	330,000
05 Fees and Charges	7,165,468	7,352,045	(186,577)	26,523,728	26,710,305	26,710,305
06 Service Charges	-	-	-	-	-	-
10 Grants and Subsidies	2,086,092	1,946,705	139,387	9,694,886	9,555,500	11,382,351
15 Contributions, Donations and Reimbursements	277,942	168,373	109,570	1,255,031	1,145,461	1,145,461
20 Interest Earnings	1,025,850	892,161	133,688	4,876,656	4,742,968	4,742,968
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	107,166,274	106,954,094	212,180	142,677,863	142,465,683	144,292,534
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(7,784,001)	(8,364,044)	580,043	(52,172,706)	(52,752,750)	(52,284,525)
51 Employee Costs - Indirect Oncosts	(143,194)	(146,689)	3,495	(1,492,759)	(1,496,254)	(1,491,754)
55 Materials and Contracts	(5,554,960)	(7,040,305)	1,485,345	(39,635,010)	(41,120,355)	(40,166,898)
65 Utilities	(775,399)	(880,529)	105,130	(5,125,168)	(5,230,298)	(5,227,818)
70 Interest Expenses	-	-	-	(816,699)	(816,699)	(816,699)
75 Insurances	(1,004,191)	(1,004,344)	153	(1,700,335)	(1,700,488)	(2,228,200)
80 Other Expenses	(1,104,270)	(1,223,794)	119,524	(8,887,273)	(9,006,798)	(9,006,798)
85 Depreciation on Non Current Assets	(4,791,266)	(4,716,853)	(74,413)	(28,373,592)	(28,299,179)	(28,299,179)
86 Amortisation on Non Current Assets	(186,794)	(186,794)	-	(186,794)	(1,120,764)	(1,120,764)
Add Back: Indirect Costs Allocated to Capital Works	268,679	219,658	49,020	1,342,795	1,293,775	1,331,071
Total Operating Expenditure	(21,075,395)	(23,343,694)	2,268,299	(137,047,541)	(140,249,810)	(139,311,564)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	86,090,879	83,610,399	2,480,479	5,630,322	2,215,873	4,980,970
NON-OPERATING ACTIVITIES						
11, 16 Non-Operating Grants, Subsidies and Contributions	1,117,232	1,527,136	(409,903)	12,659,806	13,069,709	11,336,931
18 Developers Contributions Plans: Cash	805,728	1,002,956	(197,228)	5,820,508	6,017,736	6,017,736
57 Land Ceded to the Crown	(350,000)	-	(350,000)	(350,000)	-	-
95 Profit/(Loss) on Sale of Assets	234,849	224,102	10,747	234,849	2,416,215	1,561,715
Total Non-Operating Activities	1,807,810	2,754,194	(946,384)	18,365,163	21,503,660	18,916,382
NET RESULT	87,898,688	86,364,593	1,534,095	23,995,485	23,719,533	23,897,352

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Recreation & Community Safety</u>				
Recreational Services	106,605	98,513	591,080	591,080
Law and Public Safety	64,192	64,266	385,596	385,596
Cockburn ARC	1,564,842	1,251,000	7,253,485	7,253,485
	1,735,638	1,413,779	8,230,161	8,230,161
<u>Waste Services:</u>				
Waste Collection Services	2,534,754	2,633,475	2,800,000	2,800,000
Waste Disposal Services	828,045	1,090,147	6,540,885	6,540,885
	3,363,271	3,723,622	9,340,885	9,340,885
<u>Infrastructure Services:</u>				
Port Coogee Marina	104,927	63,518	1,095,500	1,095,500
	104,927	63,518	1,095,500	1,095,500
	5,203,837	5,200,919	18,666,545	18,666,545

Note 2.

Additional information on Salaries and Direct On-Costs by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(367,311)	(405,073)	(2,629,867)	(2,629,867)
Finance & Corporate Services Division	(1,211,686)	(1,250,207)	(7,508,795)	(7,358,795)
Governance & Community Services Divis	(2,737,352)	(2,819,655)	(18,367,623)	(18,241,451)
Planning & Development Division	(737,952)	(900,103)	(5,869,626)	(5,869,626)
Engineering & Works Division	(2,729,700)	(2,989,006)	(18,376,839)	(18,184,786)
	(7,784,001)	(8,364,044)	(52,752,750)	(52,284,525)

Note 3

Additional information on Materials and Contracts by each Division.

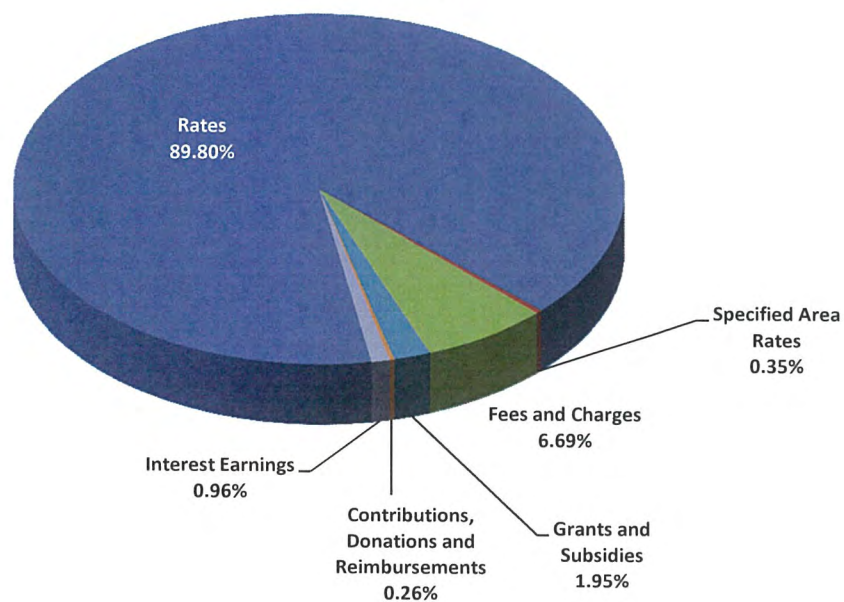
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(201,170)	(276,108)	(1,888,688)	(1,898,438)
Finance & Corporate Services Division	(1,134,615)	(577,374)	(3,510,204)	(3,496,376)
Governance & Community Services Divis	(1,645,120)	(2,256,433)	(12,777,244)	(12,158,109)
Planning & Development Division	(175,012)	(153,208)	(1,000,597)	(935,287)
Engineering & Works Division	(2,399,043)	(3,777,183)	(21,943,622)	(21,678,688)
Not Applicable	0	0	0	0
	(5,554,960)	(7,040,305)	(41,120,355)	(40,166,898)

City of Cockburn - Reserve Funds

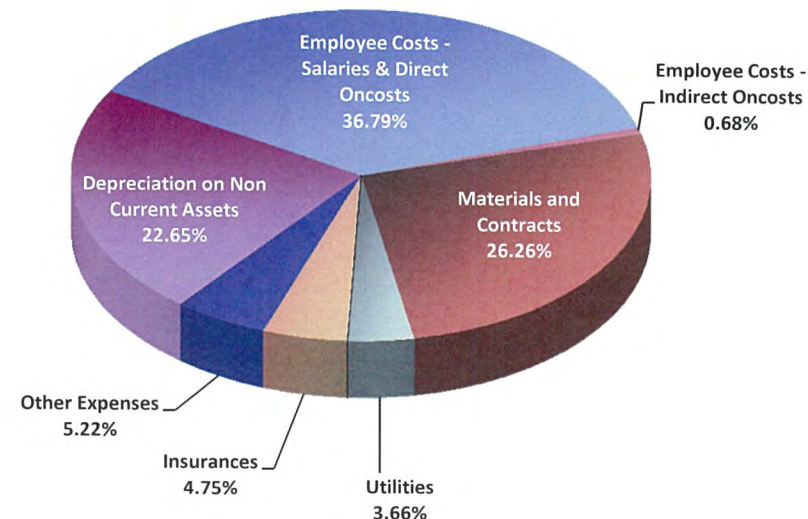
Financial Statement for Period Ending 31 August 2017

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	589,288	589,288	10,648	2,021	-	-	(25,000)	-	574,936	591,310
C/FWD Projects Reserve	9,474,600	9,280,897	-	-	-	-	(7,702,795)	(1,647,898)	1,771,805	7,632,999
CCW Development Fund	1,492,671	500,000	53,000	3,344	-	-	-	-	1,545,671	503,344
Community Infrastructure	13,495,449	13,210,265	109,782	48,628	3,632,000	2,588,667	(3,330,000)	(347)	13,907,231	15,847,213
Community Surveillance Levy Reserve	1,314,234	1,097,742	22,594	3,862	200,000	33,333	(509,633)	(44,024)	1,027,195	1,090,914
DCD Redundancies Reserve	41,748	41,748	797	142	-	-	-	-	42,545	41,890
Environmental Offset Reserve	298,185	298,185	7,691	1,018	-	-	-	-	305,876	299,203
Green House Emissions Reductions	349,919	349,919	10,330	1,503	200,000	33,333	(12,203)	-	548,046	384,755
HWRP Post Closure Management	2,359,654	2,359,654	47,780	8,052	-	-	-	-	2,407,434	2,367,706
Information Technology	189,836	290,055	8,082	943	100,000	16,667	(168,392)	(59,146)	129,526	248,518
Insurance	327,698	327,698	8,090	1,095	-	-	(50,000)	-	285,788	328,793
Land Development & Investment Fund Reserve	4,175,384	4,177,766	251,777	14,212	3,760,000	-	(1,219,967)	-	6,967,194	4,191,978
Major Buildings Refurbishment	11,573,486	11,573,486	133,850	39,713	1,500,000	250,000	-	-	13,207,336	11,863,199
Municipal Elections	155,198	155,198	2,681	741	120,000	120,000	(200,000)	-	77,879	275,938
Naval Base Shacks	1,072,113	1,077,675	22,969	3,668	75,363	-	(65,000)	(65,000)	1,105,445	1,016,343
Plant & Vehicle Replacement	7,416,058	7,371,172	105,975	25,897	3,038,000	506,333	(2,457,792)	(82,778)	8,102,241	7,820,624
Port Coogee Marina Assets Replcmt	-	-	-	-	-	-	(50,000)	-	(50,000)	-
Port Coogee Special Maintenance Reserve	1,246,841	1,246,841	26,794	4,378	274,000	-	-	-	1,547,635	1,251,219
Port Coogee Waterways Reserve	112,477	112,477	8,685	384	56,000	-	(79,742)	-	97,420	112,860
Port Coogee WEMP	1,933,584	2,296,993	40,372	7,239	-	-	(208,192)	-	1,765,764	2,304,232
Roads & Drainage Infrastructure	14,004,556	13,987,382	64,880	45,485	1,500,000	250,000	(2,452,598)	(55,539)	13,116,838	14,227,329
Staff Payments & Entitlements	1,947,631	1,947,631	45,068	6,179	125,000	20,833	(364,053)	(324,053)	1,753,646	1,650,591
Waste & Recycling	13,725,436	13,165,896	348,847	44,990	1,472,079	-	(1,265,893)	(137,821)	14,280,469	13,073,065
Waste Collection Levy	2,731,598	2,437,627	63,366	9,807	1,000,000	-	(621,200)	(80,945)	3,173,764	2,366,488
POS Cash in Lieu (Restricted Funds)	500	(1,087)	108,937	(28)	-	-	-	-	109,437	(1,115)
	90,028,144	87,894,507	1,502,995	273,273	17,052,442	3,819,167	(20,782,460)	(2,497,551)	87,801,121	89,489,396
Grant Funded										
Aged & Disabled Vehicle Expenses	248,193	223,193	8,628	702	-	-	(56,000)	-	200,821	223,895
CIHF Building Maintenance Resrv	4,497,350	4,621,068	-	15,795	1,450,000	127,035	(20,000)	(13,636)	5,927,350	4,750,261
Family Day Care Accumulation Fund	16,799	8,482	-	44	-	-	-	-	16,799	8,526
Naval Base Shack Removal Reserve	526,838	526,838	10,217	1,798	-	-	-	-	537,055	528,635
Restricted Grants & Contributions Reserv	2,685,102	3,585,466	-	-	-	-	(3,207,791)	(3,471,144)	(522,689)	114,322
UNDERGROUND POWER	227,532	0	-	375	-	-	-	-	227,532	376
Welfare Projects Employee Entitlements	470,402	459,203	9,223	1,634	-	-	-	-	479,625	460,837
	8,672,216	9,424,250	28,068	20,348	1,450,000	127,035	(3,283,791)	(3,484,781)	6,866,493	6,086,852
Development Cont. Plans										
Cockburn Coast DCP14	(109,448)	(109,448)	-	(306)	-	-	(40,177)	-	(149,625)	(109,755)
Community Infrastructure DCA 13	5,964,447	5,964,447	220,238	26,112	5,000,000	703,851	(8,463,452)	-	2,721,232	6,694,409
Hammond Park DCP	1,398,439	1,398,439	9,354	4,783	396,000	-	(6,559)	-	1,797,235	1,403,222
Munster Development	1,140,711	1,140,711	18,147	3,908	80,000	5,538	(8,045)	-	1,230,812	1,150,156
Muriel Court Development Contribution	(110,762)	(110,762)	-	(351)	100,000	-	(11,328)	-	(22,090)	(111,113)
Packham North - DCP 12	34,792	34,792	1,000	133	150,000	39,156	(9,019)	-	176,773	74,081
Solomon Road DCP	626,939	626,939	16,500	2,146	50,000	-	(5,235)	-	688,204	629,085
Success Nth Development Cont. Plans	2,684,263	2,684,263	15,311	9,164	11,700	-	(3,518)	-	2,707,757	2,693,427
Thomas St Development Cont. Plans	12,986	12,986	294	44	-	-	-	-	13,280	13,030
Wattleup DCP 10	91,140	91,140	2,000	322	100,000	-	(6,559)	-	186,582	91,462
Yangebup East Development Cont. Plans	1,347,473	1,347,473	6,026	4,600	130,036	652	(3,398)	-	1,480,137	1,352,724
Yangebup West Development Cont. Plans	427,648	427,648	9,195	1,472	-	133,806	(3,118)	-	433,725	562,926
	13,508,629	13,508,629	298,065	52,026	6,017,736	883,002	(8,560,407)	-	11,264,023	14,443,657
Total Reserves	112,208,988	110,827,386	1,829,128	345,646	24,520,178	4,829,204	(32,626,658)	(5,982,331)	105,931,636	110,019,905

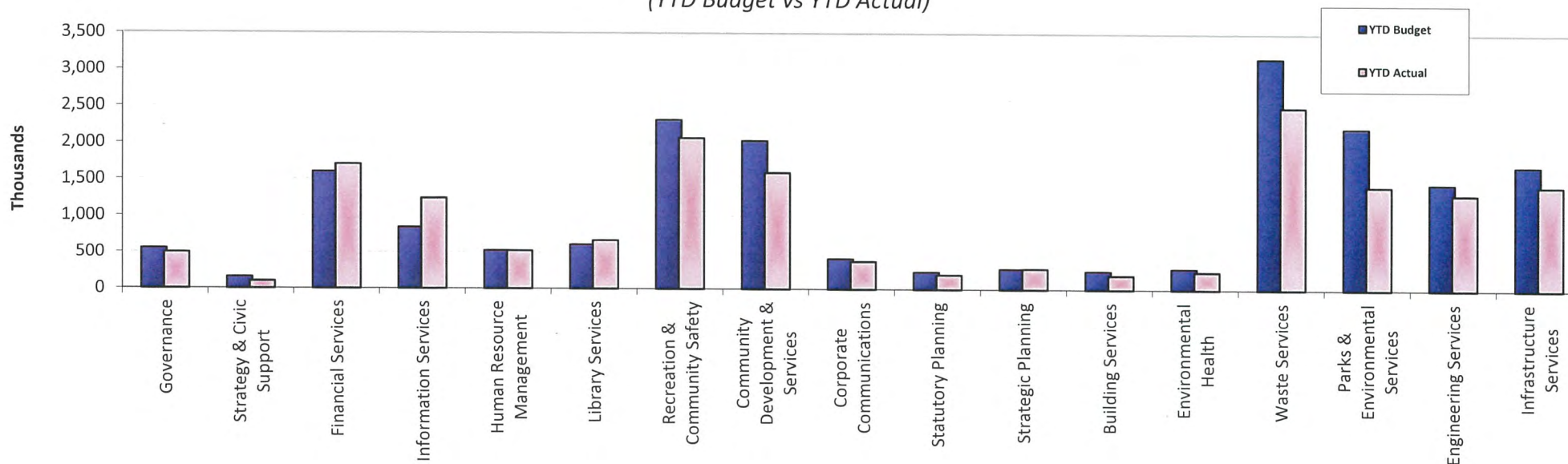
Operating Income by Nature and Type
(YTD Actual)



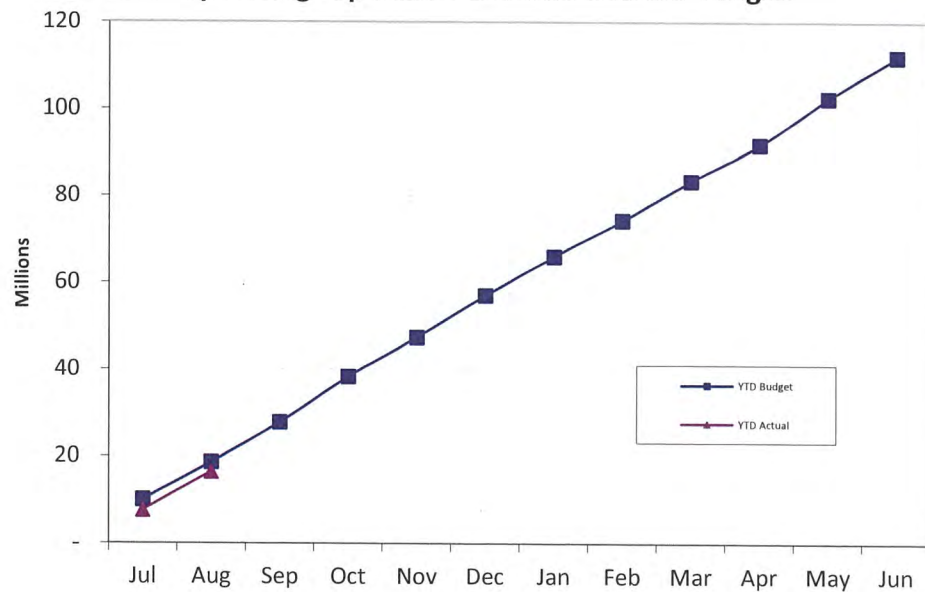
Operating Expenditure by Nature and Type
(YTD Actual)



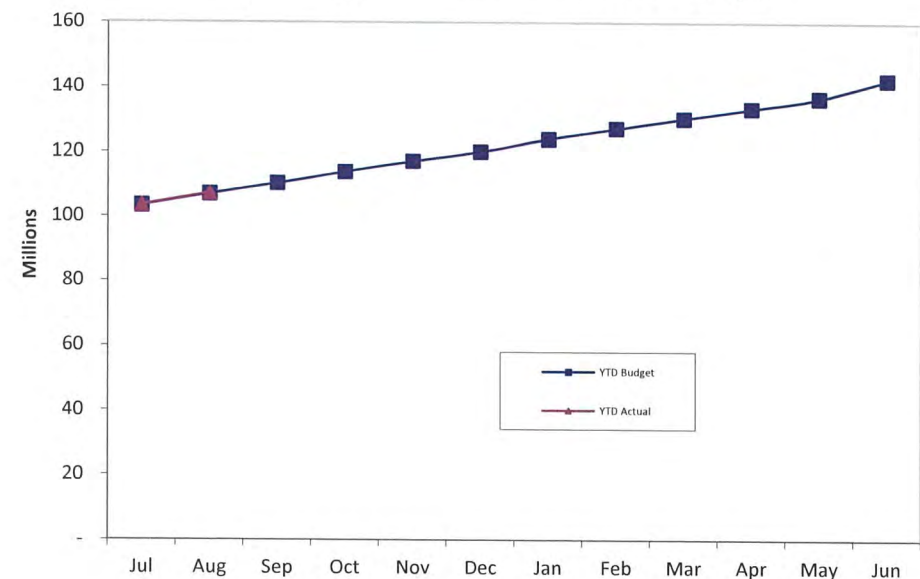
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



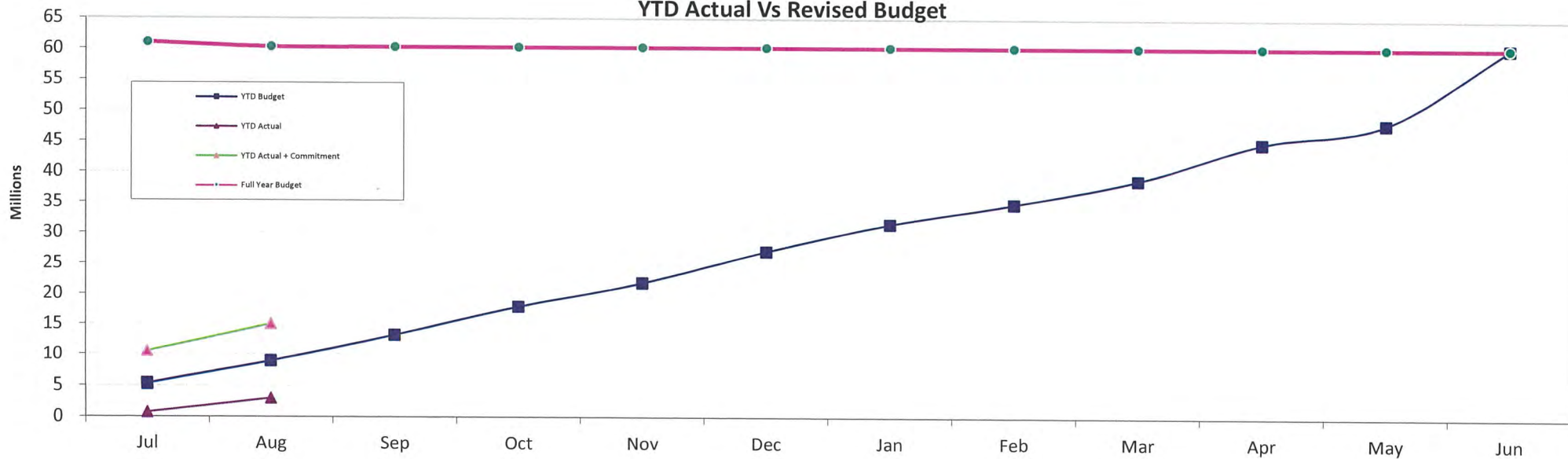
YTD Operating Expenditure Vs YTD Revised Budget



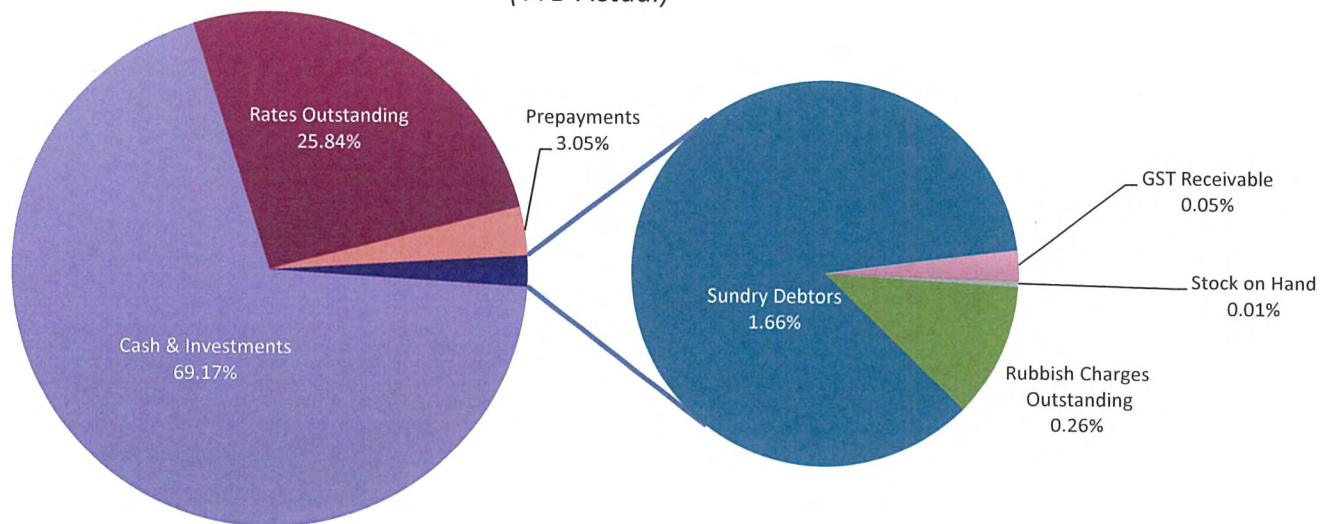
YTD Operating Income Vs YTD Revised Budget



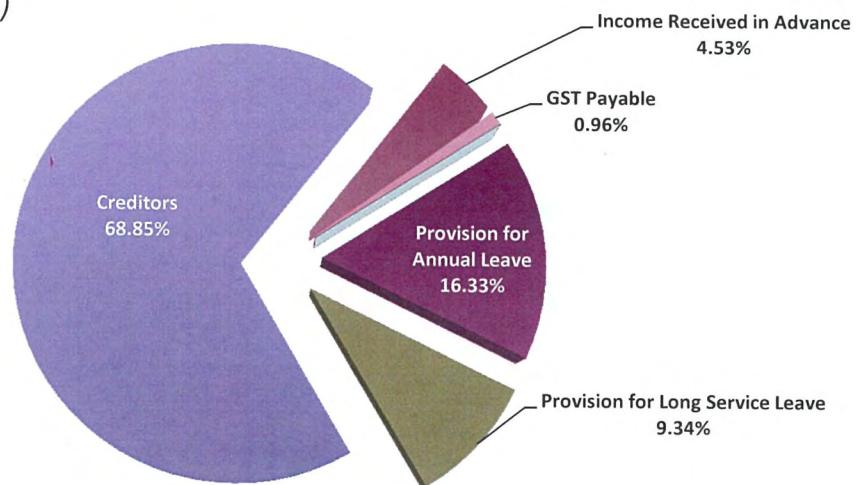
Capital Expenditure YTD Actual Vs Revised Budget



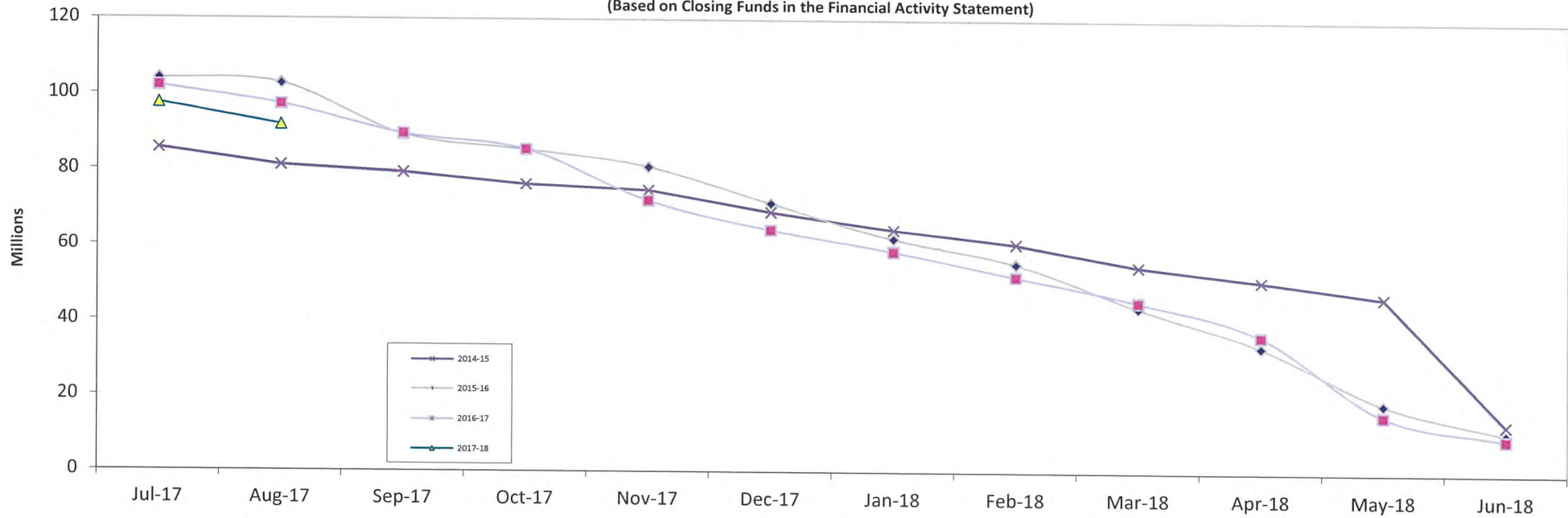
Current Assets (YTD Actual)



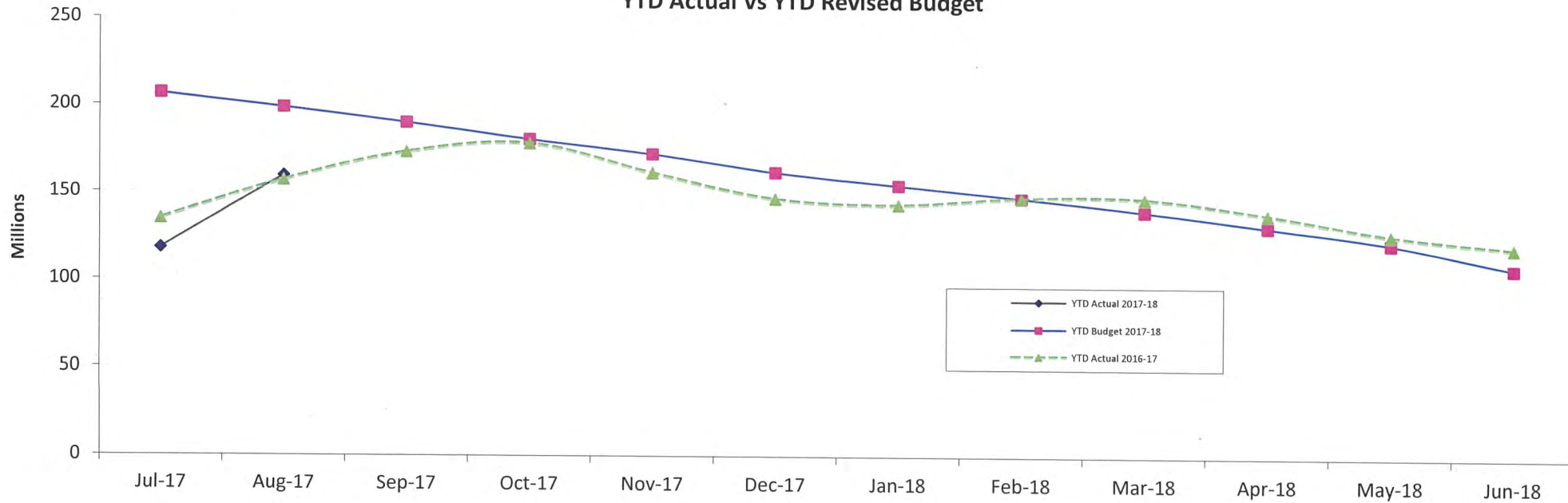
Current Liabilities (YTD Actual)



Municipal Liquidity Over the Year
(Based on Closing Funds in the Financial Activity Statement)



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



DETAILED BUDGET AMENDMENTS REPORT

for the period ended 31 August 2017

					FUNDING SOURCES			
PROJECT/ACTIVITY LIST		ADD/LESS	EXPENDITURE	TF TO RESERVE	RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 330	New grant funded activity - Youth Diversion	ADD	111,614			(111,614)		
GL 355	Management cost recovery from Youth Diversion	LESS	(11,893)					
CW 4698	Received FESA Capital Grant	ADD	323,636			(323,636)		
CW 5894	Received funding from election commitment	ADD	80,000			(80,000)		
CW 5895	Received funding from election commitment	ADD	80,000			(80,000)		
CW 5681	Reduce Parks expenditure budget	LESS	(445,000)					
OP 9608	Yue Yang Sister City expenditure funded from Contingency	ADD	7,000				(7,000)	
OP 8272	Funding OP9608	LESS	(7,000)				7,000	
			138,357	0	0	(595,250)	0	0

Lynette Jakovcevic

Subject: FW: BRIDGES RENEWAL PROGRAM ROUND THREE SUCCESSFUL PROJECT
[SEC=UNCLASSIFIED]

From: BridgesRenewal [<mailto:bridgesrenewal@infrastructure.gov.au>]
Sent: Friday, 15 September 2017 7:25 AM
To: Jadranka Kiurski
Cc: 'leith.collins@mainroads.wa.gov.au'
Subject: BRIDGES RENEWAL PROGRAM ROUND THREE SUCCESSFUL PROJECT [SEC=UNCLASSIFIED]

BRIDGES RENEWAL PROGRAM ROUND THREE

CITY OF COCKBURN

SPEARWOOD AVE BRIDGE DUPLICATION

Thank you for your proposal for funding under Round Three of the Bridges Renewal Program. As per the attached letter from the Hon Darren Chester MP, Minister for Infrastructure and Transport, to your mayor, we are pleased to advise you that the above project has been successful.

You will also find attached the *Offer of Funding*. To accept the funding offer, you will be required to confirm a number of requirements including your matching funding and your ongoing eligibility. As part of this process we will also ask you to consider proposed project milestones (based on timings provided in your initial proposal) and related payments. You must complete, sign and return the *Offer of Funding* to the Department by no later than 10 November 2017. This will commence negotiations and, once agreed, will commence our administrative processes to formally approve the funding under the *National Land Transport Act 2014*.

Once we are satisfied you have met the requirements of the *Offer of Funding*, we will send you the *Project Agreement*. A *Project Agreement* sets out the terms and conditions under which the funding is provided and must be in place before any construction activities are undertaken (note construction means actual on ground works at the project site and/or the fabrication of major components off site) or any payments are made. Planning and design work can be undertaken prior to the receipt of the *Project Agreement*, but note any financial commitments entered into prior to the signing of the *Project Agreement* will not be funded under the program.

A list of all projects that have been successful under Round Three will be made available on the Department's website at www.infrastructure.gov.au/bridges.

The Department will also provide feedback for individual proposals that were unsuccessful. If you wish to take up this offer, please email the BRP mailbox at bridgesrenewal@infrastructure.gov.au.

Please contact the Department at bridgesrenewal@infrastructure.gov.au or on 02 6274 8040 if you require any further information or assistance.

We look forward to working with you to deliver this bridge project.

Regards

The Bridges Renewal Round Three Team

Please acknowledge receipt of this email.



The Hon Darren Chester MP
Minister for Infrastructure and Transport
Deputy Leader of the House
Member for Gippsland

15 SEP 2017

PDR ID: MS17-001312

Mr Logan Howlett
Mayor
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965

Dear Mayor Howlett

BRIDGES RENEWAL PROGRAM ROUND THREE SUCCESSFUL PROJECT

Thank you for your proposal for funding under Round Three of the Bridges Renewal Program. I am pleased to advise you that your proposal listed below, has been successful for Australian Government funding.

- Spearwood Ave Bridge Duplication for funding up to \$2,500,000.

The Department of Infrastructure and Regional Development will contact your council officers shortly to commence negotiations to enable your council to receive this funding. Initially your council will receive an *Offer of Funding* which must be returned by 10 November 2017 to accept the funding offer, confirm your matching funding, milestones and ongoing eligibility. This will commence negotiations and once agreed, will be documented via the *Project Agreement*. Funding can only be paid once there is a signed *Project Agreement* in place that sets out the terms and conditions under which the funding is provided.

A list of all projects that have been successful under Round Three will also be made available on the Department's website at www.infrastructure.gov.au/bridges.

You can contact my Department at bridgesrenewal@infrastructure.gov.au or on 02 6274 8040 if you require any further information or assistance.

I wish you every success with your project.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'D Chester', with a stylized flourish at the end.

DARREN CHESTER



BRIDGES RENEWAL PROGRAM – ROUND THREE

OFFER OF FUNDING

Project Name	Spearwood Ave Bridge Duplication
Council Name	City of Cockburn

This form **must** be completed and returned by **10 November 2017**.

1. Introduction

On 14 September 2017, the Australian Government announced that the above project had been successful under Round Three of the Bridges Renewal Program (the Program). To formalise the approval and to enable this project to proceed, you will now need to confirm the project's ongoing eligibility and the availability of your matching funds. This *Offer of Funding* outlines the funding for your project, the administrative arrangements, proposed milestone payments and reporting requirements. Once you have confirmed these arrangements and agreed to the provisions outlined in this *Offer of Funding*, you should return a signed copy back to the Department of Infrastructure and Regional Development (the Department) by 10 November 2017.

Once the Department is satisfied all requirements have been met, it will formally complete the Australian Government approval and provide you with the *Project Agreement*. A copy of the *Project Agreement* will also be provided to the state/territory government for their records.

Note: Council must wait until the receipt of this *Project Agreement* before it can commence construction.

2. Project Details

Australian Government Funding Amount (GST Exclusive)	Up to \$2,500,000
Council Funding	\$
State/Territory Government Funding	\$2,500,000
Other Funding	\$
Total Project Cost (GST exclusive)	\$5,000,000

Project Description	Duplicate and widen a two lane bridge increasing the load limit from 72T to 144T, extending the operational life by up to 100 years, allowing for improved community access, heavy vehicle access, improved safety, improved travel time by reducing congestion
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3. Important Confirmations from Council

The *National Land Transport Act 2014* (the Act) requires the Department to ensure that all projects continue to meet the eligibility requirements of the Program prior to formal approval of funding.

Construction **must not** begin prior to Council receiving confirmation from the Department that the project may commence (construction means actual on ground works at the project site and/or the fabrication of major components off-site) and tenders cannot be accepted (i.e. contracts cannot be executed).

In order to continue to be eligible for funding the Council needs to confirm all the following are YES responses. If you answer NO to any of these questions then you will NOT be eligible to accept this *Offer of Funding*.

Confirmation	Yes / No
Council will wait until it receives formal confirmation (and a copy of the <i>Project Agreement</i>) from the Department before commencing construction. (Note: internal planning, approvals and design work can be undertaken at this stage).	
Matching Funding has been confirmed - see Section 4 below for details to be provided.	
Council confirms that any project cost overruns will be Council's full financial responsibility.	
Council acknowledges that the Australian Government contribution amount will not be increased.	
Council acknowledges that funds will only be utilised for the nominated project and any cost savings CANNOT be utilised against other projects.	
Any cost underspends will be shared equally between Council and the Australian Government. Note - The Australian Government contribution will never be greater than 50% of the Total	

Project Cost.	
<p>The Council will only use funding from this program (and no other Australian Government program) to fund any part of the approved project.</p> <p>(Examples of other Australian Government programs includes but is not limited to: Roads to Recovery, Black Spots, Natural Disaster Recovery funding, Building Better Regions Fund, Stronger Communities or the Community Development Fund).</p>	
Construction is scheduled to commence before 1 January 2019.	
Construction is scheduled to be completed by 30 June 2020.	
The project budget has been confirmed in line with the information provided with the proposal.	

Note: The following confirmation is only relevant for proponents with more than one successful project.

Council to confirm that all successful projects are scheduled to start and be completed within the agreed timeframes (please attach a works schedule if available) and matching funding is available for all projects.	
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If you have answered No to ANY of the above, you must contact the Department immediately.

4. Matching Funding

Council needs to confirm matching funding for the project before the Australian Government can approve funding. Confirmation of matching funding needs to be attached to this *Offer of Funding* when it is returned to the Department. For confirmation of amounts committed by Council, evidence of confirmed funding can be via:

- Council resolution through documented Minutes; or
- The provision of the Council minutes approving its infrastructure budget with line item/s clearly marked and showing an amount equal to the matching funds; or
- Signed letter in the format provided at Attachment A.

For confirmation of amounts committed by state/territory governments and/or others, a copy of the letter of commitment is required. If this is not currently available, Council will need to commit the full amount of matching funding (see Attachment A) and seek this matching money from the state/territory or other funding source at a later stage.

5. Tendering of Works

Will the Council be issuing a public tender for the bridge construction works?	Yes/No	If No, please complete the 'Request for Exemption Form' provided with this <i>Offer of Funding</i> and return with this form. (Refer Attachment B)
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All successful proponents (state, territory and local governments) should, as a matter of policy use public tender processes for infrastructure investment projects. Under the Act, all works greater than \$100,000 (and where there is no pre-existing panel arrangement in place) need to gain exemption consent from the Australian Government Minister for Infrastructure and Transport (or an appropriate delegate) if it is not subject to public tender requirements before proceeding further.

Requests for exemption are to be forwarded to the Department when returning the *Offer of Funding*. Note this may add additional administrative time for the Department, as further Approvals are required. Councils should factor this added time into their works program.

6. Milestones and Payments

As outlined in the *Program Information and Proposal Form*, successful projects and payments to Councils will be managed through state and territory governments under the National Partnership Agreement on Land Transport Infrastructure Projects (NPA) and related Notes on Administration.

Please note that appropriate funding arrangements (e.g. a separate deed) between local and state/territory governments may also be required. You will need to contact your relevant state/territory road agency to discuss.

As noted in the *Program Information*, given the large number of projects, and as project reporting and payments are managed through state/territory governments, the Department has streamlined the number of milestones and payments for Round Three of the Program.

6.1 Scheduling of Milestones

The Department is introducing a new system for structuring milestones. Milestones will be scheduled to occur in either February and/or October. If a milestone is missed, it will be automatically moved to the next February or October milestone month, unless otherwise agreed on a case by case basis.

If a Council completes a milestone prior to the next milestone date then Council should forward the necessary completed report to the Department as soon as possible and the Department will bring forward the milestone to enable processing and payment. The Department will not bring forward milestones until it receives and has accepted a complete milestone report.

Please note that milestone payments will not be processed during May and June due to end of financial year processes.

6.2 Number of Milestones

For projects that are receiving \$400,000 or less in Australian Government contribution there will be one milestone and payment being on the submission and approval of a Post Completion Report.

For projects receiving over \$400,000 and less than \$800,000 there will be a maximum of two milestones, being Commencement of Construction and Post Completion Report.

For projects over \$800,000 then a maximum of three milestones will be allowed.

Payments will be made on the completion of the following milestones:

- Commencement of Construction
 - This is either on-site construction work or fabrication of off-site major components.
 - A claim letter and photographic evidence is required.
 - Payment to be 40% or less of the Australian Government contribution to a maximum of \$400,000.
- Completion of Superstructure (or similar)
 - A claim letter and photographic evidence is required.
 - The total amount paid (including any commencement milestone payment) is to be a maximum of 60% of the Australian Government Contribution.
- Post Completion Report
 - The bridge has been completed and open to traffic.
 - A financial acquittal is required.
 - A claim letter and photographic evidence is required.
 - A copy of the Post Completion Report has been attached.

6.3 Completion of Milestone Table

Based upon the above requirements and information contained in your proposal, the Department has pre-populated the following milestone table. Please advise if the milestone arrangements have changed or cannot be met.

Milestone Event	Milestone Date	Amount of Australian Government
Commencement of Construction	01October2018	\$400,000
Completion of Superstructure	01February2019	\$900,000
Post Completion Report	01October2019	\$1,200,000
Australian Government Funding		Up to \$2,500,000

Payments will be processed following the receipt and acceptance of the milestone payment claim. Council should note that it may take up to six weeks for state/territory governments to receive funds from the Australian Government once a milestone payment is claimed. A further period should then be allowed by Council for the state/territory government to forward the funds to Council under any arrangements in place outside of this *Offer of Funding and Project Agreement*.

Further information on how to meet and submit milestone payment claims will be provided as part of the *Project Agreement*.

6.4 Timely Completion of Projects and Previous Rounds

As a successful proponent, you have demonstrated an economic and community need for the bridge replacement/upgrade and the Australian Government expects you will undertake the works as soon as practical after being advised (via the *Project Agreement*) that all Australian Government approvals are in place.

If relevant, the Australian Government will also review all Round One and Two projects which are not complete (and fully acquitted) and seek advice on why delays have occurred and how the proponent plans to address these matters. If the Australian Government is not satisfied with the proponent's response, it reserves the right to hold making payments to Round Three projects until the previous projects have been acquitted. Furthermore, ongoing delays will likely be considered in future funding rounds as to the proponent's ability to construct projects in a timely manner.

6.5 Construction Dates

Based upon the information contained in your proposal, the Department has pre-populated the following construction table. Please advise if these details have changed.

	In Proposal	New Scheduled
Scheduled Construction Commencement Date. This needs to be before 1 January 2019.	01June2018	/ /20
Scheduled Construction End Date This needs to be before 30 June 2020. This must be before the date of the Post Completion Report Milestone.	01June2019	/ /20

7. Status Reports

As a minimum requirement, the Department requires Council to submit progress reports in October and February. This is usually a short report of less than 100 words. The Department would appreciate the submission of a concise report as major construction events are close to occurring. Templates to complete progress reports will be provided as part of the *Project Agreement*.

8. Post Completion Reports

Council will be required to complete a project Post Completion Report. This template is based on the template report from the Notes on Administration and will be provided to the Council as part of the *Project Agreement*. When completed, this should be sent to the bridgesrenewal@infrastructure.gov.au inbox and copied to your state/territory contact.

Please note final payment will not be paid until receipt and acceptance of the report by the Department.

9. Signage

It is a requirement of receiving Australian Government funding that signage needs to be displayed on either side of the bridge works to acknowledge its funding contribution. Photographic evidence will need to be supplied as part of your milestone reporting requirements. Payments will be delayed until photographic evidence is provided.

Please refer to the Print and Signage Guidelines on the Department's website at <http://investment.infrastructure.gov.au/publications/administration//index.aspx>.

Note: these requirements are similar to what is required for Black Spot Program projects.

10. Events (Public Recognition)

Under the Notes on Administration, any event to be held for a project that includes funding provided by the Australian Government requires acknowledgement of the Australian Government's funding contribution.

Please ensure that the Department is advised 4-6 weeks in advance of any proceedings so all parties can work cooperatively in arranging matters such as agreement of dates, plaques to be made and attendance by Members of Parliament or their representatives.

Please refer to the Public Recognition requirements on Page 7, Section 1.9 for more information http://investment.infrastructure.gov.au/publications/administration/pdf/NoA_November_2014.pdf

11. Australian Government Contact Information

If you need assistance in relation to this *Offer of Funding* or the Program in general, please contact the Department's Bridges Renewal information line on:

Telephone 02 6274 8040 or

Email bridgesrenewal@infrastructure.gov.au

12. Council Contact information

Council needs to confirm the following project contact information is correct, if not please provide the project officer's details.

Details	As advised in Proposal	New Details
Name	Jadranka Kiurski	
Title	Manager Engineering	
Email	jkiurski@cockburn.wa.gov.au	

13. State Government Contact

If you need to discuss a matter with your state government please contact:

Leith Collins
A/Project Programming Manager
Main Roads Western Australia
Email: leith.collins@mainroads.wa.gov.au
Telephone: (08) 9323 4699

14. National Heavy Vehicle Regulator

If your project involves an upgrade in the load limit capacity of the bridge, then as part of the Post Completion Report your council is required to provide a letter to the National Heavy Vehicle Regulator advising the Regulator of increased heavy vehicle capacity as a result of work undertaken on the project.

15. Required Actions

If you agree with the requirements, complete all required information, sign and return the scanned document to bridgesrenewal@infrastructure.gov.au. You should also provide an email copy to your state/territory contact.

The reply should include a copy of one of the following:

- Council minutes approving the acceptance of this *Offer of Funding* and committing the necessary matching funds; or
- copy of the council approved program of works showing the bridge and an amount of funding at least equal to the amount of matching funding; or
- copy of a signed letter as per attachment A of this *Offer of Funding*.

This document must be signed by either the Mayor, General Manager or a person authorised to commit funding to this project.

The completed *Offer of Funding* needs to be returned to the Department by 10 November 2017, otherwise the Australian Government reserves its right to withdraw this *Offer of Funding*.

16. Council Acceptance

Council accepts and agrees with the administrative and funding requirements outlined in this package as required by the Australian Government.

Signed
Name
Position Mayor / Chief Operating Officer/ General Manager/Administrator
City of Cockburn
Date/...../.....

17. Next Steps

Upon receipt and acceptance of the *Offer of Funding*, the Department will complete its formal acceptance procedure, which can take several weeks. When it has been formally approved, the Department will send you a *Project Agreement* via email confirming that all arrangements are in place.

The *Project Agreement* will contain the templates for all your reporting purposes and inform you that Council can commence construction of the project. **Do not undertake any construction on the site of your bridge project, undertake fabrication off-site or accept any tenders for construction prior to receiving the *Project Agreement*.**

We wish you well with your bridge project and look forward to receiving your updates.

[On City of Cockburn Letterhead]

General Manager
North West Infrastructure Investment Branch
Infrastructure Investment Division
Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601

Dear Sir/Madam

Bridges Renewal Program Round Three

Funding Confirmation Letter

Spearwood Ave Bridge Duplication

(If Council is matching all the funding from its own resources)

City of Cockburn wishes to confirm that it has agreed to and approved the commitment of funding to the amount of \$ required for the above project.

(And, if State funding is confirmed and evidence is available)

The State or Territory Government has also agreed to fund \$2,500,000 towards the above project and evidence of this commitment is attached.

(Or, if State or other funding is involved, but no evidence of commitment can be provided)

City of Cockburn advises that the State Government and/or private funding that forms part of this project is currently not confirmed, however Council will ensure that these monies are sourced and if not, then the Council will utilise monies from its own resources to cover these funds.

Yours sincerely

Signed

Name

Position Mayor / Chief Operating Officer/ General Manager/Administrator

Date/...../.....

Seeking of Tender Exemption

NATIONAL LAND TRANSPORT ACT 2014 - SECT 24

State or State authority (including Councils) must call for public tenders for certain work

(1) If the funding recipient is a State or an authority of a State, the funding recipient must call for public tenders for all work on the funded project, other than:

- a) work that is maintenance of a road or railway; or
- b) work that is to be carried out by a public utility; or
- c) work that the Minister has, by a written exemption relating to the project, exempted from this condition because, in the Minister's opinion:
 - i. the work is urgently required because of an emergency; or
 - ii. the work is of such a minor nature that the invitation of tenders for the work would involve undue additional cost; or
 - iii. the work is of a kind for which it is not practicable to prepare adequate tender specifications; or
 - iv. the work is of a kind for which competitive tenders are unlikely to be received; or
 - v. the work will contribute to employment in a region; or
 - vi. the cost of the work is less than an amount determined by the Minister by legislative instrument under subsection (4) for the purposes of this subparagraph.

Please note a Council seeking an exemption from the requirement to use a public tender process must detail the:

- scope of works for which the exemption is being sought;
- value of these works;
- intended entity to undertake these works;
- category under which the exemption is being sought; and
- supporting reasons for the exemption.

This obligation can be satisfied in some cases by selecting contractors under a pre-existing panel arrangement, where it can be demonstrated that the pre-existing panel arrangement was the result of a public tender process. If this pre-existing arrangement cannot be demonstrated and the total project cost exceeds \$100,000 you must complete and return the 'Request for Exemption' form attached.

Request for Exemption Template

Please complete the following table for all exemptions:

Scope of works for which the exemption is sought	Value of these works	Intended entity to undertake these works	Category under which the exemption is being sought	Supporting reasons for the exemption
[Project Name]	\$ [Total project cost]	For example - XXXX Shire Council day labour	Choose one of the categories above For example ii) the work is of such a minor nature that the invitation of tenders for the work would involve undue additional cost	For example – Council is experienced in the construction of replacement bridges and is best suited to undertaking this work in a cost effective manner.



Enquiries: JK / 9411 3401
Our Ref: Spearwood Avenue, Rd & Bridge (159/020)

27 September 2017

Hon. Francis (Fran) Logan MLA
Minister for Emergency Services; Corrective Services
PO Box 3483
Success WA 6964

By Email: fran.logan@mp.wa.gov.au

Dear Minister Logan *Fran*

(SPEARWOOD AVENUE – ROAD AND BRIDGE DUPLICATION)

As you are aware, the City has sought funding assistance from both the State and Commonwealth for the duplication of Spearwood Avenue from Barrington Street to Beeliar Drive. The overall cost of the project was estimated at around \$8m, being \$4m for the road duplication and \$4m for the bridge.

The City had sought and was successful for a Metropolitan Regional Road Group allocation of \$2.7m for the road duplication part of the project, with the balance of \$1.3m included in the City's 2017/18 Municipal budget.

The City had also sought a Commonwealth grant under the Bridges Renewal Program (Round 3), which allows up to 50% contributions on a matching basis with a maximum grant of \$5m. Through your intercession, the City had also approached the State via Minister Saffioti for a possible grant of up to \$2.7m towards the bridge with the City then to fund the remaining \$1.3m. A copy of that *Briefing Note* is attached.

The City was recently advised that it was successful for Commonwealth funding of up to \$2.5m for the bridge, but not more than 50% of the actual cost. While Council will consider this agreement at its' October Ordinary Council meeting, the balance of the funding still needs to be secured.

For the balance, previously the City had proposed a 2/3rd: contribution from the State, being \$2.7m, based on the projected bridge cost of \$4m. Given the allocation of 50% Commonwealth funding the net shortfall is now only a maximum of \$2.5m. The City would like the State to consider a contribution of up to \$1.25m for this project, but no more than 25% of the total actual cost; ie potentially only a \$1m contribution would be required. The City would contribute the balance of the funding.

This road remains a high priority for the City to manage congestion in the industrial precinct. Your ongoing assistance with this is appreciated.

Yours sincerely

Stephen Cain
CHIEF EXECUTIVE OFFICER

Attach: Briefing Note Spearwood Avenue Duplication Project

BRIEFING NOTE SPEARWOOD AVENUE DUPLICATION PROJECT

Current Situation

The City of Cockburn has progressively developed Spearwood Avenue, in accordance with its Road Network Plan 2016-30 (see Attachment 1). Several stages of the upgrade (3, 4 and 5) have been completed. Stage 6 (Barrington Road to Beeliar Drive) is programmed for FY17/18, with this project costing \$4m (part funded from the MRRG.)

This part of the road is the final connection in the Bibra Lake industrial area and as such it is classified as a District Distributor A in the City's road hierarchy and also Class 2 RAV - Category 4 under Main Roads WA Restricted Access Vehicle Network. (see Attachment 2 for more detailed location map)

The road duplication through this section also requires duplication of a bridge over the freight rail network. The estimated duplication is \$4m, but this is not funded. MRWA has advised that while it accepts responsibility to construct this project, it is not proposed to do so anytime in the near future.

Increasing traffic numbers through this section of road already cause considerable congestion and safety risks. A traffic count just south of the freight rail crossing in October 2015 recorded an Average Weekday count of 23,200 vehicles per day (vpd) with a heavy vehicle component of 8.9%. A traffic count north of the intersection with Beeliar Drive in February 2013 recorded an Average weekday count of 18,850 vpd with a heavy vehicle component of 9.2%. These thresholds are already well outside the target of 15,000 vpd for road duplication.

Duplication of the remaining section of Spearwood Avenue, without including the 100m stretch of the bridge is a ludicrous situation.

Congestion and Safety Concerns

Safety is also a major concern as demonstrated by the crash history 2010-2014 MRWA statistics below. Costs are estimated by the Willingness to Pay method in assessing crash costs based on severity.

Type of Crash	Number	Cost
Hospital	4	\$ 1,195,400
Medical Treat	30	\$ 2,230,860
Property Damage Only	151	\$ 1,794,484
TOTAL:	185	\$ 5,220,744

The most common types of crashes along Spearwood Av are "same lane – rear end" and "same lane – left right", type of accidents related to the queue length and road capacity. In addition to the traffic congestion, a mix of traffic users, such as cars, heavy traffic and pedestrians are also contributing to the frequency of the crashes.

Funding Effort

Bridge projects are not eligible for funding under the MRRG guidelines. Without MRWA funding being available the City has twice sought Commonwealth funding through the Small

Bridge Renewal fund. Our FY16/17 application was unsuccessful and advice from MRWA is that the current FY17/18 application is also likely to be unsuccessful due to priority being given to replacement of wooden bridges in regional areas.

The City is unable to delay the road duplication part of the project as the MRRG funding is required to be spent in FY17/18. In order to have the bridge project included, the City is prepared to make a 1/3rd cost contribution; ie \$1.33m (this being consistent with MRRG road project funding).

While recognising the cost pressure the State is under, the City urges that consideration be given to our offer as the most expedient and rational approach to proceeding with these urgent works.

A concept plan of the project layout is included for reference. (see Attachment 3)

CONSULTATION **ANALYSIS**

Fenced dog parks August 2017

Overview

The City continues its consultation about fenced dog parks based on two factors:

- The State Government has awarded funds to the City for a fenced dog park in Atwell, or nearby
- The rejection by the local residents association of a City proposal to build a fenced dog park next to the planned new skate park at Bibra Lake.

Methodology

Residents were invited to complete an online survey, publicised by Facebook and an email newsletter, by suggesting locations for fenced dog parks at the following locations:

- Atwell
- Aubin Grove
- Bibra Lake
- South Lake

Background

The City has two fenced dog parks at Yarra Vista and Jan Hammond Park. In October 2016, a citywide survey found strong support for more off-lead exercise areas. Based on feedback, Council will fence a dog-exercise area at Milgun Reserve this year, and in the future, Costa Park.

Guidelines

Ideally, land should meet these guidelines:

- Land of 1.5ha or more
- Water source for water fountains
- Parking or capacity for parking spaces
- Provision for dog poo bag station and general waste bins
- Preferably away from sports areas and schools so there is no clash of use

Our suggestions

We are suggesting:

- Atwell, Brenchley Park (opposite Atwell oval)
- Aubin Grove, Durango Park (where the City could fence the boundary of the park)
- Bibra Lake eastern side (south of the skate park and opposite the retirement village)
- South Lake, unnamed reserve (under the powerlines, south of Briggs Road)

Note: Based on previous consultation, Council decided not to proceed with any dog exercise areas at Princeton Park, Aubin Grove.

Key points raised:

A total of 112 people completed the online survey, and 801 people visited the web page. A high percentage (87.8 percent) are dog owners or used to have a dog.

- The City's four suggested locations in Brenchley Park, Durango Park, Bibra Lake opposite the retirement village, and South Lake underneath the power lines were well supported
- Mixed support for a fenced dog park at Bibra Lake, with concerns about snakes and tortoises
- Strong comments in support of a fenced dog park at South Lake

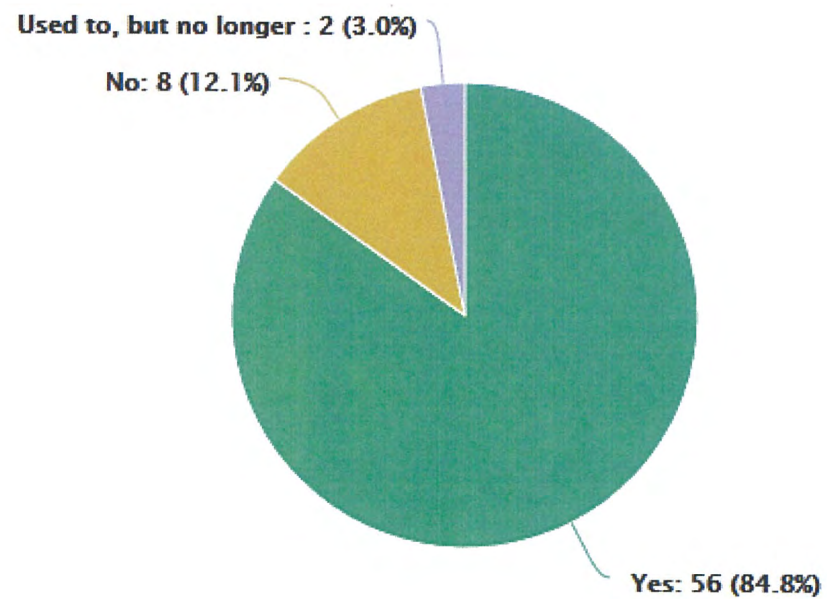
Feedback

APPENDIX 1

Survey outcome August 2017

1. My household has a dog

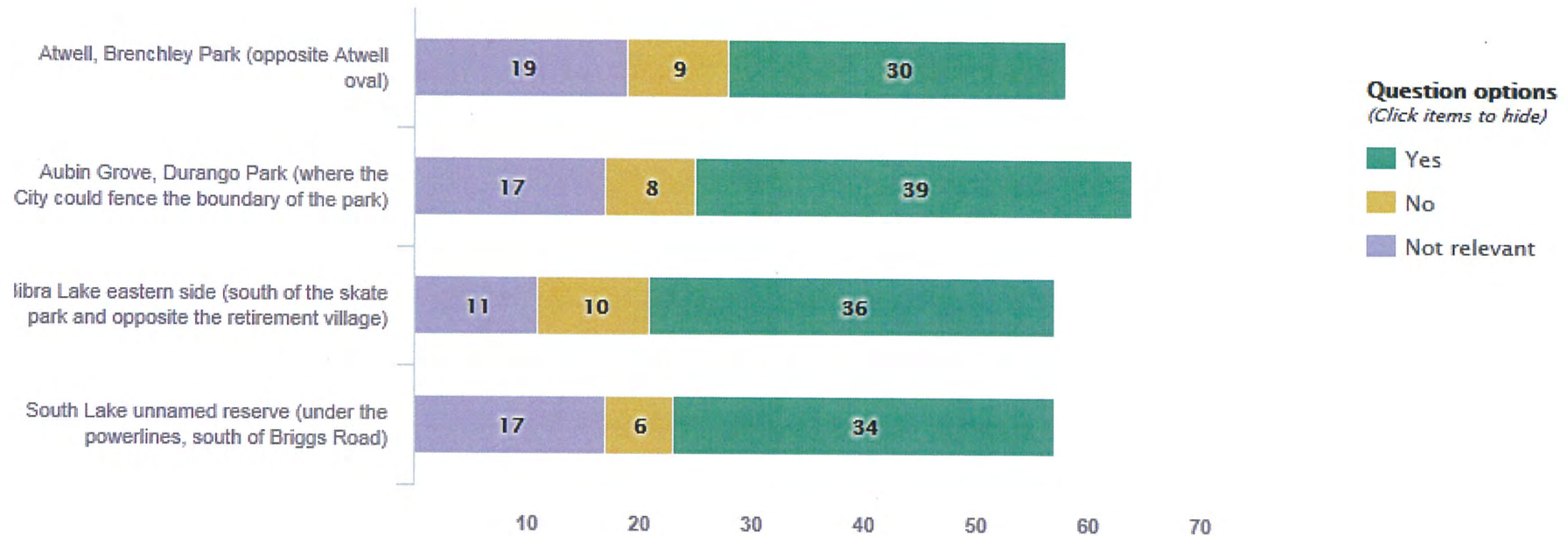
Optional question



Q2

2. I support this park being used as a fenced dog park

Optional question

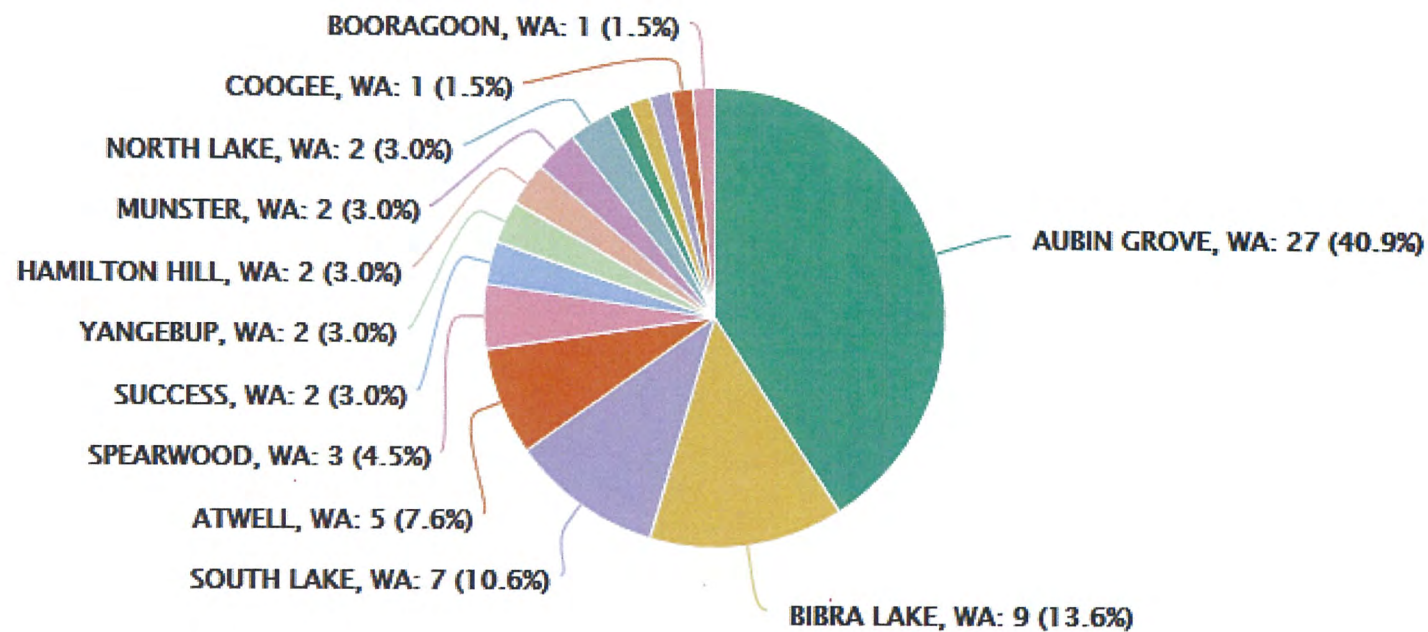


Signup Form Question:

Suburb



Choose a signup form question to see details



4. Provide comments about the City's suggestions here

General	
1	All good suggestions
2	Good suggestion!
3	Wonderful idea! Please please please!
4	Many homes in this area have small or no yard. Providing an off leash area would encourage more of us to walk our dogs more often.
5	I think the more fenced in dog areas the better and I am all for it and appreciate that the council has recognised that more and more people have dogs and are wanting to take them out.
6	All acceptable but way too few, see comments below
7	The more dog parks the better. Fenced in parks let dog exercise without owners having to worry about them running off or hit by traffic.
8	The more fenced and large dog parks, the more the community meets and greets and can safely allow their dog off a lead. The more parks the merrier.
9	Dog parks are a great way to get the community together and exercise their furkids Only comment is to ensure there is ample parking nearby because off lead dog parks are popular.
10	There has been a need for many years for a well needed fenced off dog park and still nothing has been done about it? Why? So many families visit this park all year round and to exercise the dog before or after their walk or picnic etc would mean that more dog owners will leave their dog on a lead where they are supposed to!
Ideas	
11	There needs to be two segregated areas, one for small dogs and one for big dogs. There needs to be a double gate to get in and out so no dogs escape and there needs to be easy access to a water source IN the park. Benches are nice but not necessary.
12	Provided there is sufficient parking.
13	Far away from the school oval and playgrounds is a great idea. There are too many children around those areas and it's dangerous and unhygienic (dog poo).
14	Would request that any park that is built has a separation between small/medium and large dogs.
15	Please also provide lighting for winter when it gets dark just after 5pm
16	Dog parks are a great way to get the community together and exercise their furkids Only comment is to ensure there is ample parking nearby because off lead dog parks are popular.

Atwell	
17	Brenchley Park too small, Durango Park sump
18	Atwell suggestion - not enough space. Parking is already an issue in the Atwell oval area. Too many occasions footpaths are already blocked by cars parking on them to attend events at the oval. Increased cars parked in this area make it even more dangerous to take my young children bike riding and scootering. Existing facilities already force them on roads, additional facilities will present an even higher risk of my child or someone else's being injured in this area
19	There is already high traffic in this area with the local school. Would be good to put a dog park in one of the quieter parks in Atwell
Aubin Grove	
20	I disagree with any dog parks in Aubin Grove. So many dog owners that already can't clean up after their dogs in this area.
21	I think Durango Park in AG would be a great location as the park is under utilised at present and it used to be a off the lead dog park a few years ago. Aubin Grove is in desperate need of a off the lead dog park.
22	Durango Park is a perfect spot in Aubin Grove. It's big enough for the Dog park and open space.
23	Durango Park - there are a number of issues. Parking - people that drive to the park Would be using the parking along the park which does not have many parking spots. This would lead to people parking closer to people's homes. There would be an increase in noise especially for the people with houses that have their front entrances within Durango Park. Safety for the children that play in the park. The dog park may be fenced but there Still could be interactions with children and dogs. Overall safety for the houses that back onto the park. I think it is important the homeowners on Serotina Lane are contacted as the dog park in front of their houses could cause a loss in property value. In order to access the front doors to these houses you would have to go through the park.
24	I think Radiata Park nearby would be better due to also having a playground. Durango would be great we take our dog there lots and having security of a fenced area would be really appealing.
25	Aubin Grove. Durango park / Radiata Park, decent parking also needs to be thought of as well
26	Durango Park as it would mean I can walk my dog to this exercise area rather than having to drive to Calleya or Success.
Bibra Lake	
27	I do not understand why the dog park will not be adjacent to the skate park as originally plan? Why would the city go to the expense of delivering a recreational area with all the amenities that goes with it then allocate land kilometres away in which to do it all again.
28	The area opposite the retirement village in Bibra Lake is completely unused wasted space!! Money would be well spent making this a dog park especially when the only off lead area where the skate park is will disappear once the proposed skate park/courts etc are built. There will nowhere big for local residents to excercise their large breed dogs!
29	Thankyou for providing these wonderful fenced exercise areas. I do think there are too many snakes at bibra lake which is why

	i dont support that location. All the rest are great. The one at Jan Hammond Park Success is a perfect model to work to.
30	I walk around parts of Bibra Lake at least once a week with my foster dogs and when I have dog social fosters it is brilliant to be able to take them to a park to improve on this further to help them get adopted. The one in Bibra Lake would be close enough to go for a longish walk to which would be fantastic.
31	My only concern is the impact on the tortoises as they are often sighted in this area during egg laying season.
32	Bibra Lake would be great. Not too far and lovely place to go
33	We would really love to see an enclosed off-lead dog park at Bibra lake asap
34	Please, please, please choose Bibra Lake
35	I really like the idea of a fenced in dog area at Bibra lake. Currently you can't take your dog off the lead at Bibra lake and a specified area would be great
36	I have thought this location would be ideal for a dog exercise area, since moving to Bibra Lake 4 years ago. The area in between the two paths is mainly grass and weeds, usually overgrown with no native plants and is just a waste of space. With more regular maintenance it could be transformed into a large dog exercise area, as well as a more usable space for local residents. A short fence along the path closest to Bibra Drive might be a good idea to separate the dog area from people running or riding along the path. I don't think that a fence on the path closest to the lake would be necessary, maybe just some signs indicating that it is a dog exercise area so that people on bikes can be more cautious (most people use the path closest to Bibra Drive anyway).
37	I would like one in the Bibra Lake area as above, I think it would benefit the residents of the Lakeside Village as well, they would feel more comfortable taking their pets to a fenced in area.
38	I love the proposed location for the Bibra lake park - my only concern is whether the grass will be kept short as I have seen dugites and tiger snakes just off the path in the grass in these areas.
39	Bibra Lake I have seen far too many snakes in that area so I would not use it for this reason.
40	I don't want any dog exercise areas at our precious wetland areas. We just fought off Roe 8 for that very reason. Pls leave our wetlands in as natural a state as possible & stop cutting into them with parks & toilets, dog exercise areas etc
41	Putting a dog park next to a biodiversity hotspot like bibra lake? Crazy. That is to say, I highly discourage any serious plans to locate this dog park next to Bibra Lake. Fence or no fence, it's not a good idea to encourage pets in the area, so much death could be avoided. Yes, it's proposed to be on reclaimed land which is already a little bit degraded from the old markets, but it's still next to one of the most important remaining jewels in the crown of Perth's native wildlife.
42	I strongly oppose the proposed Bibra Lake site. Bibra Lake is an environmentally and culturally significant area and I am confused as to why the City of Cockburn would oppose Roe 8 so strongly and support this project. Both will reduce habitat for wildlife, increase weeds and conflict with the family friendly eco precinct vibe the area has now. Bibra Lake is a major home for the Oblong Turtle and the dog park will disrupt nesting and lead to turtle deaths. Dogs already kill wildlife around the lakes

	regularly due to irresponsible owners who let them off the leash. In the past year I have found two dead bobtails and one dead turtle at Bibra Lake, all of which looked to have been attacked by dogs due to the size of the puncture wounds.
South Lake	
43	The proposed South Lake area south of Briggs requires to be redeveloped. It would be a great time to put in a dog park to bring the community together and somewhere for dog owners to meet each other.
44	There will need to be enough space for a ball to be thrown for active dogs. There are no current facilities nearby that are dog friendly.
45	There are currently no fenced areas in South Lake to run your dog - the closest being the other side of the Kwinana Fwy in Jandakot. This is currently unused and ugly land that would be perfect for a dog park. Anning Park does not allow off the lead dog runs and is usually occupied by sporting competitions. Glen Mia Reserve off Glenbawn Ave is too small, unfenced and too dangerous, as it is surrounded by roads in all four sides.
46	If the one in South Lake was nearer the powerlines off Elderberry Drive it would be far more convenient though - There are always dogs being exercised near there at Hopbush park but with the lack of fencing and how close it is to North Lake drive it is not the safest option. The current proposal for South Lake would be a drive for me but still closer than any of the other dog parks.
47	And the unnamed reserve under the powerlines in south lake may be a tad scruffy and boring, but it's got decent biodiversity, a surprisingly strong set of native plants. At the moment, it's not in good shape, but it's not super terrible, and a dog park would kinda ruin that. But it's still acceptable, I guess, and I would support this over the other site if it came to one or the other. It might even encourage people to stop letting dogs off the leash at yangebup lake and instead opt for going there, which is good, since dog owners who do that are really disrespecting the area. So, I am okay with this.
48	The South Lake unnamed reserve (south of Briggs Road) is a currently and historically unused parcel of 2.2ha. The development of this land would bring greater benefit to the community than the other reserves as the other suggestions are already developed as recreational open space. The land abuts a maintained area of parkland to the south and currently provides a barrier for people accessing the parkland from Briggs Road. The proposed area is located 600m away from the closest sporting facility, separated by Thomas Street. There is ample area for parking onsite, with the possibility of developing the area to the north of Briggs Road for parking or further recreational use. Scheme water is available immediately to the east and west of site. The development of this land would greatly improve the visual amenity of the area.
49	I live in the northern end of South Lake and don't have a dog. However, the majority of people in my street have dogs so I think there is a need for a park in the suburb. I think it would also be good for the sense of community in South Lake to have an area where dogs and their owners can play together. The area under the powerlines is a very underutilised space and I think it would improve the aesthetics of the area to have it fenced in as a dog park. The powerlines area right of meadow bank terrace would also be suitable, although the proposed site is my preference. You could even develop both and have one for

	large dogs and one for small dogs. Both South Lake sites are far from bushland so there is less chance of wildlife being disrupted. People often have their dogs off leash at Little Rush Lake and Bibra Lake (especially the area north of hope road) and dogs regularly kill and maim wildlife there. South Lake is close enough to these locations that these dog owners may be willing to travel to the new park instead which will be better for the environment. The residential areas in South Lake were/are being rezoned to a higher density so a dog park in South Lake is a good forward thinking investment that will cater for a changing suburb. The area to the right of Manning Park is also getting more densely populated and the park would also be good for these residents. As backyards are getting smaller people really need these kids of spaces to exercise their pets.
50	South Lake as this would be a perfect location for it. There are so many people with big dogs in the area (like mine) but the poor things don't get enough exercise/freedom being on the lead all of the time.
51	South of the junction of Aparata ct and Elderberry Drive there's a big empty green park on a hill below the powerlines. Not sure if it's an allowable area, but it's located within easy walking distance of bibra lake and south lake, located on a decent size parcel of land, and should be trivial in costs to fence off.
Other	
52	Would love to see a dog park closer to Yangebup
53	how many areas for dogs do we need, dogs have access to every single footpath, a multitude of other areas, people already let them off their leads in parks where they are not supposed to, we don't need any more areas for dogs, let's have areas for people that are dog free. I also suggest there should be a limit of number of dogs per household with blocks getting smaller I don't have anything against dogs, I like most dogs, on my walk every morning I interact with quite a number of dogs, they seem quite happy going for their walk on the footpath, I am concerned about the dangerous dogs out there and the danger to people, in particular children, I am also concerned about some irresponsible owners that don't pick up after their dogs. As your website states, there are many dog areas already in the city of Cockburn. Enough already
54	Please consider an area closer to North Coogee.
55	These will be great assets for the eastern and central wards but provide no fenced environment for off leash dogs in the west ward/
56	The city needs way more off lead dog exercise areas. Currently, it's very restrictive where we can exercise our dog, especially with the Coogee beach precinct which council recently decided to close off to dogs. This area was one of our favourites to go, we are now literally barred from that area as we take our little dog everywhere with us. Please make Cockburn dog friendly again.
57	Spearwood Ave near Adela Place
58	Azelia Place, near Davilak
59	Mayor Rd near Ingrilli St
60	I don't know why we need fenced dog exercise areas. When I had a dog, I trained her and she was always supervised. RIP

	Sally. I think people should train their dogs. In some countries overseas, dogs are welcome in cafes & restaurants. We know the benefits of dogs with people so why segregate & cut into our Wetlands. Dogs should participate in people's lives as long as they are well trained.
61	The park on Freeth Road in Spearwood is already a dog park but it having a fenced in area would make it more accessible for more people. The ground is very uneven and can't be used for sport playing anyways.

5. Write down the name and address of your suggested park/s and why they should become fenced dog parks

	Atwell
1	Kurrajong Park or the park along Paradise Grove
2	Kurrajong Park - Atwell
3	The reserve on Lydon Blvd Atwell (Hawkesbury Rtt & Rosehill Ct)
4	I feel the park on the corner of Paradise Grove and St Claire Gardens in Atwell would be perfect as there is currently enough space for two soccer goals in the park but they are not used. It is in a good location as cars could pull alongside the park in Paradise Grove, St Claire Gardens and Hawkesbury Retreat. It gets plenty of passing traffic on Lydon Blvd so local residents will know it is there and there is plenty of shade and trees for the dogs. There are already a number of people that meet in this park with their dogs and two poo-bag stations already in place.
5	Kinship Park between Kinship way and Euphony Way. the park is long for a dog run and people often have their dog off the leash in this area. The area has trees, water fountain and could accommodate a few parallel parking bays installed into the side of the park.
6	Atwell
	Aubin Grove
7	Durango Park
8	Aubin Grove, Durango Park (where the City could fence the boundary of the park)
9	Durango Park. Lots of high density housing nearby. Plenty of other parks for kids.
10	Aubin Grove. There is already a number of dog parks in the other suburbs.
11	Durango Park or Radiata Park in Aubin Grove would be great for a fenced dog area. There are parking spaces available and already convenient facilities. The closest dog park is a while away so it would be amazing to have something within walking distance.
12	Durango Park is within a residential area with a high number of pets. I've seen a lot of dog fights happen around this area because no one can let their dog off to run free without having to share the park with much larger or smaller breeds of dogs. I

	like the idea of dog parks because they help deter dog attacks and also let's friendly dogs play together and socialise. Well done Cockburn! Thank you for acknowledging other pet owners in other suburbs
13	Durango Park Aubin Grove. Great family area and currently people are having to use the oval at the community centre which is causing issues.
14	Durango Park as it would mean I can walk my dog to this exercise area rather than having to drive to Calleya or Success.
15	Aubin Grove. Durango park / Radiata Park, decent parking also needs to be thought of as well
16	Aubin Grove - none
	Bibra Lake
17	Next to the Skatepark in Bibra Lake
18	The area opposite the retirement village in Bibra Lake is completely unused wasted space!! Money would be well spent making this a dog park especially when the only off lead area where the skate park is will disappear once the proposed skate park/courts etc are built. There will nowhere big for local residents to exercise their large breed dogs!
19	Progress Drive, along the banks of Bibra lake - An off-lead dog exercise area beside the Bibra lake regional playground would be great, as currently we are only allowed outside the perimeter of the playground with dogs on lead
20	Have you considered the grassed area opposite ice arena at Bibra lake?
21	The existing dog exercise area on Parkway Drive would be big enough.
22	I live in Hamilton Hill, and I don't think there is a decent area to put a closed in dog area , BUT we are close to Bibra Lake which would be good to have one there, as our closest one's are either Jandakot or Success (as far as I am aware anyway)
23	Maybe consider the already cleared and fenced off area where Roe8 was supposed to go in Bibra Lake!
24	Bibra Lake
25	Bibra lake
	South Lake
26	South of Briggs
27	South Lake - Just south of Briggs Road
28	Unnamed reserve under power lines off Elderberry Drive - dogs regularly exercised just down the road at unfenced Hopbush Park close to North Lake drive, unsafe. This would be a close enough, better option for dog owners - as Hopbush is probably too small for adding fenced areas for dogs.
29	The unnamed reserve south of Briggs Road in South Lake.
30	South of the junction of Apra ct and Elderberry Drive there's a big empty green park on a hill below the powerlines. Not sure if it's an allowable area, but it's located within easy walking distance of bibra lake and south lake, located on a decent size parcel of land, and should be trivial in costs to fence off.

31	South Lake as this would be a perfect location for it. There are so many people with big dogs in the area (like mine) but the poor things don't get enough exercise/freedom being on the lead all of the time.
	Yangebup
32	Visko park or the park at Ravello vista would be awesome. Ravello vista already has water, bins and doggy bags and there are many people who already exercise their dogs there
	Other
33	We need one in Munster in the new housing area Coogee Road crn Albion Road
34	Manning Park (or an area of this park).
35	I think there is plenty of room for an offleash dog park (to cater for large and small dogs) at Manning Park.
36	there is great space at Manning park
37	The park on freeth road in spearwood is already a dog park but it having a fenced in area would make it more accessible for more people. The ground is very uneven and can't be used for sport playing anyways.
38	Hammond park,
39	I don't know why we need fenced dog exercise areas . When I had a dog, I trained her and she was always supervised. RIP Sally. I think people should train their dogs. In some countries overseas, dogs are welcome in cafes & restaurants. We know the benefits of dogs with people so why segregate & cut into our Wetlands. Dogs should participate in people's lives as long as they are well trained.
40	Spearwood Ave near Adela Place Azelia Place, near Davilak Mayor Rd near ingrilli st

6. General comments:

- There needs to be two segregated areas, one for small dogs and one for big dogs. There needs to be a double gate to get in and out so no dogs escape and there needs to be easy access to a water source IN the park. Benches are nice but not necessary.
- Thanks for asking for feedback
- The Jan Hammond dog park is a great model for future dog parks.
- I think the council should consider having a collar tag system for dogs who are well trained enough to be unrestrained in regular parks. There are some owners who put a lot of effort into training their dogs to be effective in recall and not bothering other park goers. This would encourage more people to be responsible dog owners if this was a possibility.

- If money is put forward to construct the park, it needs to be larger than the ones currently around the area (Jandakot and the new one off Beelier Drive. These are more pens than dog parks / runs.
- Please not at the school, nor at any park with a playground. We've already had an incident where a dog attacked our daughter and police were involved.
- Like the idea of two areas one for big dogs and one for small ones or puppies
- My dog was recently attacked by a large dog who had got out of its house at the park. Having a little dog I strongly like the dog parks to let my dog socialise and be off lead. I strongly recommend a small and big dog section regardless of where this gets located. Thank you for investing in the community
- My preference would be to allow dogs at smaller parks of lead in the North Coogee area, would used to be able to have dogs off lead at the Omeo Park until it was redeveloped and it was great for local residents. Perhaps consider Lucretia Park in North Coogee as its used very little for anyone other then people with dogs and is already partially fenced and has bins in place. It would be ideal to have a park within walking distance that dogs could be off lead, especially in the winter months - maybe you could consider dogs off lead on Coogee Beach during Winter months during allocated times like some of the Northern Beaches do?
- I think there needs to be more prominent signage as to what constitutes a small dog and a large dog. I don't actively use the other fenced dogs park not only because they are not local to me, but because more often than not people put large dogs in the small dog area and there is no signage to point to to back up a request for someone to politely move their dog to the large breed area. Also some signage on etiquette would be good. i.e. don't let your dog off and then go running around the park. you must remain with your dog and remain responsible for it!!!
- The unnamed reserve south of Briggs Road in South Lake has remained an eyesore and is a fire risk in summer due to uncontrolled weeds. Development of this land would greatly improve the visual amenity of the area and provide a safe thorough fair for residents along the power lines corridor.
- Council needs to reconcile the fact that they have closed down the coogee beach precinct to dogs by creating more dog exercise areas in PLEASANT surroundings (confining us to walk beneath power lines and crappy beaches is not appropriate nor fair) . So many people have dogs in this area. Going for a walk with our dog used to be a lovely way to get exercise, now its become a mind boggling task finding a place we can actually take our dog, as dog friendly areas seem to be closing every year. Allowing dogs in OUTDOOR areas promotes exercise, health and wellbeing for all. With the obesity rate in this country going through the roof, God knows people need all the exercise opportunities they can get.

- Thank you for adding features like this in the City of Cockburn which promote getting outdoors, socialising with neighbours and are completely set up with plenty of rubbish facilities and maintained regularly. These parks could have the potential of becoming run down and full of rubbish but there are adequate facilities for people to use to clean up after their dogs.
- Can you please make the fences as high as possible (2m) for dingos that can jump really
- I support more dog parks where pet owners can have the ability to play a simple game of fetch without it turning into a massive event. Small blocks mean back yards have shrunk, it is illegal to have a pet off lead in public so it is impossible to throw a ball for my little dog without the risk of a fine.
- Dog parks are a very valuable form of social capital. They provide low key informal social networks for small communities. Regular attendance at dog parks reduce social isolation, improve mental and physical health of the owners Off lead dog parks improves the socialisation of dogs and reduce behavioural transgressions by bored inactive dogs. Having to drive long distances to walk the dog defeats the benefits of the local dog park as a neighbourhood hub . Fenced dog parks should be within walking distance of most dog owners - particularly, the elderly/disabled / solo dwellers who benefit so much from dog ownership and sharing doggy time with other humans each afternoon. There are many unofficial "support groups" that are found in the dog parks all over Perth. Dog ownership improves neighbourhood security. the smaller size of blocks means that providing dog parks should be part of every suburb. If not many dogs will be either not walked or walked illegally neither of which are good outcomes.
- Giving people a designated place to walk their dogs is a great idea! Especially when it gets them to not go off-leash in wildlife reserves or corridors of green, where they can wreak havoc.
- There needs to be more policing of areas where dogs are required to be on leash. I support rangers fining people around Bibra Lake who let their dog off leash and/or do not pick up its waste. I ride around the lake regularly and despite the bags provided, there is lots of dog poop. I have also seen many people let their dogs off leash as soon as they get onto the paths (despite the clear signs stating that dogs must be on leash). North Lake (the area north of Hope Road) is a popular unofficial dog off lead area. A new park at South Lake is a great idea but it needs to be paired with community education and ranger monitoring of Bibra Lake to be successful.

APPENDIX 2. Comment on Cockburn public comments

Eagle Master, 1 day ago

Alert moderator

Why fence us in? What benefits does it provide? You know your dog; you live with your dog. Some dogs are safe sensible intelligent controllable and able to interact with others; some are not. You know that. If your dog is not capable of walking safely in an area do not take him or her; or use a lead. Many places/countries/ councils on our planet have very open views to animals and the freedom of the people. Australia is by its nature becoming more and more restrictive in action and attitude. Here we are being asked once again to suggest another box to put us and our pets in; why? It is much cheaper to have open areas where if your dog is safe to play, where you can play. Most parks are empty places because we the people are not allowed to use them with our pets. Look at the beaches you want people to use the beach; make it a dog beach it is instantly busy. Make parks free they will be instantly busy. If you know that your dog is not safe; it is sad, but get another dog. Do not buy that breed again. But by one bad example do not impose that on the rest of the dog world.

Reply


Do you agree?   Share

Carmel, 5 days ago

Alert moderator

Coogee at the back of Christine Crescent between there and Ocean Road. Land not being used. Many dogs in Coogee area. But no fully fenced parks to work with dogs off lead and train safely

Reply

Do you agree?   Share

Kellie Bauer-Simpson, 7 days ago

Alert moderator

Visko Park, the enormous POS on Beeliar Drive in Yangebup, adjacent to Birchley Drive surely has enough space to include a fenced off dog exercise areas. Such areas are lacking in the Munster/Yangebup precincts also.

Reply

Do you agree?   Share

Killer, 11 days ago

Alert moderator



Hammond Park appears to have a lot of mentions but doesn't appear to have met the shortlist? Could this be reviewed please? Thanks Rich

DyannP, 11 days ago

Alert moderator

Atwell - The western side of the lake where the skate park is on Tapper rd (the Haring green side). It already has parking and plenty of grassed space.

Reply



Do you agree?   Share

NMac, 16 days ago

Alert moderator

Dog park Aubin Grove:- could a section of Banksia Eucalypt Woodland Park, Aubin Grove not be turned into a fenced off doggy park.?

Reply

Do you agree?   Share

Effie, about 1 month ago

Alert moderator

I have a few questions 1. What is the area of these two dog exercise areas? 2. How many signs & doggie bag dispensers will the city be erecting for these dog exercise areas?3. Will non-dog walkers be allowed to recreate in these dog exercise areas?4. What other fixtures (eg water fountains) will be erected for these dog exercise areas? 5. Of what will the tracks be made? eg Bitumen6. How many trees (if any) will be cut down?7. Will the dog exercise areas be fenced?8. What is the city trying to achieve by installing these 2 dog exercise areas?thank you

Reply

Do you agree?   Hide reply (1)  Share

 deanie, 21 days ago 

1. What is the area of these two dog exercise areas? To be determined, once the City finds out whether a fenced dog park is supported at this location2. How many signs & doggie bag dispensers will the city be erecting for these dog exercise areas? It is anticipated that standard signage for each dog area and one dog bag dispensers will be installed.3. Will non-dog walkers be allowed to recreate in these dog exercise areas? Yes4. What other fixtures (eg water fountains) will be erected for these dog exercise areas? A dual purpose water fountain will be installed and dog agility units (similar to the one installed at other fenced dog exercise areas.5. Of what will the tracks be made? eg Bitumen Not sure what you mean by tracks. The fenced dog parks are grassed.6. How many trees (if any) will be cut down? No trees will be cut down.7. Will the dog exercise areas be fenced? Yes8. What is the city trying to achieve by installing these 2 dog exercise areas? Responding to community demand for places to exercise their dogs

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Reply



Share

Kris, 24 days ago

Alert moderator

Hope road opposite the lake near the power lines, or where it is already fenced opposite the lake in Progress, it says on the lead, its a good walk around the trees. a good area to let the dogs run, I have tried most of the fenced areas so now drive to the soccer oval at Melville or Samson Park where dogs get a good run plenty of bags and water.

Reply

Do you agree?

Share

Kim taylor, 26 days ago

Alert moderator

I've heard recently that there was a purpose area in Manning park many years ago for a well needed fenced off dog park and still nothing has been done about it? Why? So many families visit this park all year round and to exercise the dog before or after their walk or picnic etc would mean that more dog owners will leave their dog on a lead where they are surpoed too!!! many thanks kim

Reply

Do you agree? 3

Share

diana rose, 27 days ago

Alert moderator

Dogs need off lead areas & given the number of pooches at Manning Park, I suggest a fenced off enclosure at the southern end of the lake on the south side of Azelia Rd, near Gorham way. There is sufficient space here if the enclosed area goes up to the fence around the old Manning ruins. Too many folk let their dogs off lead without control in the park area around the lake. Particularly concerning re the waterbirds & at this time when they are nesting & their young appear to forage off the lakeside grasses etc. Also, as an environmental issue, I don't believe the Beelair bushland at the western side of the lake is suitable for dogs off lead. There are too many critters, like the ?netted, or is it the bearded dragon which I've seen in this area 20 years ago, now rarely seen. Also snakes, mainly dugite that inhabit this area. Let's leave some of the bushland for these creatures to exist without harassment. Appreciate this forum for input.

Reply

Do you agree?  2  Share

diana rose, 27 days ago

Alert moderator

Unfortunately, I've witnessed too many dogs off lead at Manning Park, running into the lake and chasing birds & water birds inhabiting the lake & surrounds

Reply

Do you agree?  1  Share

Daniel Branco, about 1 month ago

Alert moderator

Manning Park has great open spaces, also Bibra lake will be great!

Reply

Do you agree?  3  1 Hide replies (3) ^ Share

Lou Corteen, 27 days ago

Alert moderator

As much as I love walking my dog around these two beautiful lakes, I don't think this is a good idea as some dogs would disturb wildlife at the lakes. My dog is a bit too much of a boof head to ever catch anything, but he would definitely run into the lake chasing birds and possibly disturb nesting birds, turtles and other critters finding precious refuge at these spots.

Reply

Do you agree?  1  Share

Daniel Branco, 27 days ago

Alert moderator

the council is intending to build an enclosed fenced off area...

Reply

Do you agree?   Share

Lou Corteen, 27 days ago

Alert moderator

doh. yes it is.

Reply

Do you agree?   Share

Lou Corteen, 27 days ago

Alert moderator

Goodchild park in Hamilton Hill is crying out to be a fenced dog park. Every afternoon/evening, dozens of locals gather there to exercise their dogs [and themselves]. The park is a sporting ground, however, there are a couple of great examples of sporting fields doubling as dog exercise areas in the City of Fremantle [Stephens reserve] and City of Melville [Frank Gibson Park]. Both of these parks are very well used by the sporting bodies that play and practise there but are equally well used by the community when sport is not on. Goodchild park is a fantastic place for a fenced dog exercise area because it is already used as a dog exercise area. At the moment those dogs are not allowed 'off lead'. There is plenty of evidence to demonstrate the benefit of enabling dogs to socialise off lead. I urge the City to consider increasing the number of dog exercise areas in ALL suburbs, not just the ones listed. There are so many benefits and with increasing density in the older parts of the City such as Hamilton Hill and Coolbellup, it is important to upgrade facilities that enhance social and environmental sustainability. Thank you for the opportunity to comment.

Reply

Do you agree?  1  Share

Jordie, 27 days ago

Alert moderator

Hi What about Hamilton Hill ?We do have Manning Lake but dogs have to be on Leads.as you enter reserve Soccer Club end, the Grassed area to the left is never used by anyone, Would make a Great Area for Dogs to Play.CheersJordie

Reply

Do you agree?  2  Share

Janeller, 27 days ago

Alert moderator

I would like to see one in Atwell or Aubin Grove but there needs to be adequate parking and seating inside. Considering how many dogs do their business on the grass inside these areas, I wouldn't want to sit on it. Also dog water in each area and the best off lead areas have plenty of shade and trees inside. I'm not a fan of the new one at Calleya. The Jandakot one is great though.

Philip, about 1 month ago

Alert moderator

I am not keen about having such a facility at Bibra Lake as it is a high quality conservation and recreation site. Perhaps it could go on the cleared land east of Bibra Drive. If you do decide to place it on the old tip site at the southern end of Bibra Lake the whole area should be landscaped and revegetated to screen the dog exercise area from the other users of the reserve. adequate off road parking will be needed and some facilities for dog owners (eg toilets, shade, picnic tables and rubbish bins)

Reply

Do you agree?  1  Share

Miles Carpenter, about 1 month ago

Alert moderator

Coolbellup is full of Dog owners and there are thriving social groups that connect regularly if not daily at all parks throughout Coolbellup. This interaction created by dog ownership crosses all demographics and creates a stronger community. We need to be out socialising more not less, more people out makes for a safer environment for all. I have been exercising my dogs for 12 years every day, at these parks and sporting ovals, and have only ever been welcomed by all I meet, and have met many locals I would never have met if I were to drive to a pen in another suburb every day. I agree dogs that do not behave orderly be kept on leads at all times and be restricted to the fenced areas. This could be recorded on their micro chips and be scanned easily by rangers. I'd say 70% of people using these parks, (excluding a couple of hrs a week sport training and weekend games at the 2 sporting ovals), are people out with their dog. In summary I see no clash of interest with dogs at parks and suggest we practice tolerance and learn to share communal spaces with other community members. What next, no frisbees, no kites, I got hit with a ball, should we ban ball activities.

Reply

Do you agree?  4  Share

Shane gow, about 1 month ago

Alert moderator

Port Coogee has a very high dog ownership and no where to let dogs off lead. Everybody is driving their dogs to other suburbs which is just plain bad for the environment and waist lines. Very poor planning that needs to be addressed

Cheryl DIXON, about 1 month ago

Alert moderator

The area under the power lines in Briggs Street, South Lake, East side or West side. Cannot be used for any other purpose. Dumping of illegal rubbish causes fires in the long hot summers. This area has been ignored for so long

Reply

Do you agree?  1  Share

Peta56, about 1 month ago

Alert moderator

I'd like to see the open space under the high voltage power lines used for off lead dog areas, preferably in Hammond Park. We have lots of residents with dogs and it would be great to have something local. There's plenty of space to set up big areas for the furballs to run in and explore the vegetation.

Reply



Do you agree?   Share

Rose Peters, about 1 month ago

Alert moderator

Durango Park, Aubin Grove would be ideal.

Reply

Do you agree?   Share

Nathan Calleja, about 1 month ago

Alert moderator

Hammond Park needs a dog friendly park. I would suggest Duggan Park, Botany Park or some land under the power lines. Hammond Park is a large growing suburb with lots of families with dogs, but no space for dogs to run.

Carmel, about 1 month ago

Alert moderator

There is land not being used for anything at the north side of Christine Crescent in Coogee. Between Christine Crescent and Ocean road Coogee. Ideal location could easily have two 1000 square metre enclosed parks. One for large dogs and another for small dogs. There are many housing developments in the Coogee Area. I have tried to put a marker on the map but the index covers the map so unable to mark map.

Reply

Do you agree?  3  Share

Deelee, about 1 month ago

Alert moderator

Would love for an off the leash area in Hammond Park! I'm having to go to other areas and find that these suburbs have so much more community interaction.

Reply

Do you agree?  3  Share

Jimboy, about 1 month ago

Alert moderator

I would also love to be able to let my dog off lead somewhere in Hammond Park. I would like to know why it has to be fenced though, my experience with fenced areas is that they tend to be too small and create conflict. Other suburbs have off lead ovals, Willagee for example has 2, why cannot Botany Oval be off lead? It's big enough to share?

Reply

Do you agree?  5  2 Share

Killer, about 1 month ago

Alert moderator

Anywhere within walking distance of Hammond Park gets my vote, somewhere for the dogs to burn off some steam whilst having interaction with other dogs and owners means better behaved dogs generally as they can be trained within boundaries. In such a growth area such as Hammond Park this really will be a boon. So in short yes please!

pcoopes, about 1 month ago

Alert moderator

Hammond Park desperately needs a fenced dog area!!! We want to be able to walk our dog and the kids there not drive to neighbouring suburbs.

Reply

Do you agree?  6  1 Share

Renae2, about 1 month ago

Alert moderator

The area under the powerlines on Briggs St in South Lake is an ideal place. The land is unable to be developed for any other purpose and there are loads of families with dogs in that area that will utilise it. It will also discourage illegal dumping and help improve the aesthetics of the area

Reply

Do you agree?  1  Share

Carlie, about 1 month ago

Alert moderator

The land next to baler crt under the power lines. Hammond Park is turning into a large suburb and there are no facilities for dogs to be offleash anywhere in the suburb.

Reply

Do you agree?  3  Share

Murray, about 1 month ago

Alert moderator

Could we please get the new off leash area at the corner of Bluebush Ave and Gecko Tce, Beeliar fenced. Great to have an off leash area but located on a main road without a fence leaves it unsuitable for many owners.

Reply

Do you agree?  1  Share

DianneD, about 1 month ago

Alert moderator

Durango Park, Aubin Grove

Marissa D'Andrea, about 1 month ago

Alert moderator

A section of Milgun reserve (closer to the Yangebup Rd side)

Reply

Do you agree?  1  Share

Ben Stacey, about 1 month ago

Alert moderator

The bushland area at Woodmans Point should be listed as an off the lead area, also the bushland area at Manning Park. There is not enough off the lead areas within the Cockburn Council and the ones we have are such small areas. We have experienced aggressive dogs on a number of occasions in these areas and as a result, stay away from them all together. I appreciate and respect those that do not own dogs and wish to enjoy Woodmans Point and Manning Park without unleashed animals, hence why I am suggesting the bushland area only.

Reply



Do you agree?  3  Share

Patrick Lawler, about 1 month ago

Alert moderator

Powell reserve. Currently has a high number of people that take their dogs there already. Has access to water also

Reply

Do you agree?   Share

Phil Charles, about 1 month ago

Alert moderator

South lakes under the power lines is perfect, we have used most of the parks in the area now, they need to make sure there is at least 2 water points in the big dog park

Reply

Do you agree?  2  Share

katiejones, about 1 month ago

Alert moderator

Sounds great. Well done Cockburn Council

Jess, about 1 month ago

Alert moderator

South Lake under the power lines. The area between Berigan Dr and Briggs has had petitions placed in the past to redevelop similar to Berigan-Elderberry. It is flat land, easy to transform. There is a water well there from memory too and as it's on a main road it would make a big visual difference and attract a lot of people. If this land is unavailable then anything under the power lines is a perfect use of the land.

Reply

Do you agree?  3  Share

Nan, about 1 month ago

Alert moderator

Beeliar (Meve) is badly in need of a dog park however the suggested park on Bluebush is way too small, no parking, no fence and as it is a sump area becomes waterlogged in heavy rain. The only open space nearby is the oval. A portion of this needs to be fenced off for dogs. There is space that could be fenced, that won't interfere with the sporting clubs or school activities. With so much of the community owning dogs that need to be exercised and socialised, it's great that the council is looking at more dog parks.

Reply

Do you agree?  1  Share

marnie, about 1 month ago

Alert moderator

South Lake under power lines in between Elderberry and South Lake Drive. Great area and fencing the area would also stop off road motor bikes tearing through there as a short cut

Reply

Do you agree?  2  Share

lemily1302, about 1 month ago

Alert moderator

South Lake - powerlines section off Elderberry - completely wasted land

Reply

Do you agree?  2  Share

Kim Gilchrist, about 1 month ago

Alert moderator

South Lake under powerlines near Aparra Court.

Ang Hayter, about 1 month ago

Alert moderator

Beale Park Spearwood,

Reply

Do you agree?  3  Share

Nicholas Trevor, about 1 month ago

Alert moderator

It is a positive that CC is asking for feedback especially for off lease areas given much of the state forrest is off limits which is disappointing. For Atwell, Brenchley Park (opposite Atwell oval) and Aubin Grove, Durango Park (where the City could fence the boundary of the park) seem appropriate. The key for it to be worth while is for the area to be big enough especially for larger dogs. The Jan Hammond park is well visited and a reasonable size (unlike trey which is very small. Jan hammond will struggle to keep its grass and predict it will turn to sand (hope I am wrong) so I suggest the areas should be as large as practicable.

Reply

Do you agree?  2  Share

jacqueline mazzter, about 1 month ago

Alert moderator

I agree with the area opposite the retirement village as it is large enough space and has great potential. However, my only concern is that I often see tortoises moving across this area during the egg laying season. What are the anticipated issues affecting the tortoise breeding if a dog exercise area was to go ahead and what would be put in place to educate dog owners (myself included) on how to minimise our impact?

Reply

Do you agree?  2  Share

STEVE PILK, about 2 months ago

Alert moderator

Under the power lines between Gaebler Rd and Baler Ct. Wasted ground, look at South Lake for what can be done. Hammond Park is a large and growing suburb with lots of dog walkers and zero facilities for exercising them.

APPENDIX 3

SUBMISSION RE PROPOSED DOG EXERCISE ENCLOSURES – BIBRA LAKE

From: Darryl James and Sally Forbes, Lakeside Villas, and Malcolm King, Lakeside Gardens

It has come to our attention that a resident from Lakeside Village has advocated, through the Bibra Lake Residents' Association, a site directly across from the Village along the Bibra Lake Southbank reserve for the funded Dog Exercise Enclosures. We wish to place on record that, to our knowledge, the resident is not speaking with the authority of the Village and, most certainly, not ourselves, and that we disagree emphatically with the proposal. In fact, the Village as a whole did make a comprehensive submission to the Council under the Council Management Plan of some years ago (which suggested a similar arrangement) and in it specifically and adamantly object to the ill-conceived proposal now being reframed. Additionally, Darryl James and Sally Forbes, co-signed below, also submitted comprehensive objections to all aspects of the Management Plan in that regard at the time.

Summary

In our view this proposal will irrevocably damage an important wildlife habitat and community and recreational asset. If implemented we are concerned that a corollary will be dangerous safety issues and, most importantly, significant impact on the environment and wildlife of this precious nature reserve. Suggestive in the concept perhaps is the human conceit of Terra Nullius, in that if an area is not appropriated to human use it has no intrinsic value. It is our belief the development will be a major error of judgement with many negative consequences should the proposal be approved. Whatever the merits of the project itself, we feel the present plan is ill-informed and irresponsible and urge Cockburn Council to reject the plan as it wisely did when this unjustifiable notion was first aired in the Cockburn Council Management Plan.

The Case Against

Concept plan for dog exercise enclosures – June 2017

- **Re-zoning** – Recreational/Environmental. The proposal appears to entail undue encroachment of recreational activities into the environmental precinct.
 - Has there been any environmental assessment carried out?
 - Has there been a general call for submissions? This is the first we've heard about it!
- **Scale** – from the available information, the scale is likely to be environmentally detrimental, socially unwise and unmanageable for adequate maintenance (see below) and will significantly change the character and ecological values of the area.
- **Location** - the proposed location impinges upon a special ecological community that includes healthy remnant bushland supporting wildflowers (14 species noted including Priority 4 Hackett's Hopbush) and wildlife such as birds (including the threatened Carnaby's and Forest Red-tailed Black Cockatoos), reptiles, bats, insects (spiders), small mammals. This area is also fringed by important riparian vegetation and the lake-body itself, with the bank providing a very successful Rainbow Bee-eaters nesting site. Over 70 species of birds have been recorded in the area....some migratory. The grasslands are nesting sites for Oblong Turtles and provide food resources for many species, and a valuable wetlands buffer zone. Furthermore, it is inherently crucial in the goals of the Council's 'Wetlands to Waves' ethos and the 'wildlife corridor' connectivity.

- **Impact** –

Environment - with the cumulative environmental impact due to climate change, recent Roe 8 clearing, Ice Skating Rink, Adventure Playground, population growth etc. a development of this scale in this location could undermine 'whole of Reserve' environmental values and threaten the long term viability of many local native wildlife species by creating 'island' populations and leading to a loss of bio-diversity.

Tourism – the aesthetic nature of this area attracts visitors from many parts of the world. It is rare on our daily walks that we don't meet folk attracted by the special qualities of this open and relatively unspoiled space. People from near and far – from Australia and overseas. Photographers, birdwatchers, hikers, nature lovers. This cohort connects with the Council plans of nature walks and tourist precincts.

- **Site – Safety**

Traffic - the area was previously a rubbish dump and contains toxins such as asbestos. At the moment the thick grasslands provide some protection against potential health impacts. It is not known what dangers (costs) any disturbance of the grassed areas would unleash.

Additionally, the site is arguably inappropriate as it is across from residential developments including the almost 300-dwelling Lakeside Retirement Village. The two entry/exit accesses to the Retirement Village are both on blind curves on an increasingly busy road and are flanked by 4 bus stops servicing busy routes – already a fraught situation. Depending on where parking areas are envisaged, any such development along Bibra Drive adjacent to the proposed Enclosures and Village would add more traffic to an already dangerous road and crossing for the elderly residents who often have to deal with speeding vehicles and intimidation.

Healthy remnant bushland would need to be destroyed for such a parking area and visual amenity, property values and security would be undermined locally.

Social - other social impacts are likely (based on past experience) to involve: clean air reduction, management exigencies (ie animal control issues, waste/refuse and litter), noise, vandalism, focus of anti-social behaviour (drugs etc.), hooning at night. At the moment very few vehicles break the rules and drive into that parkland which means families can enjoy their walks safely on the paths enjoying the peace and beauty – a psychological given.

There are no toilets close by which will bring associated problems – of considerable concern would be the establishment of such facilities in the area (refer the misuse of the toilet block towards the corner of Hope and Progress Roads which had to be demolished because of it) and the need for costly surveillance and maintenance.

Wildlife – the area is a sanctuary for snakes – mainly Dugite and Tiger. In the early breeding season they are attracted to the warmth of the asphalt paths and at the same time they are still pretty sleepy, hungry and VERY grumpy. They would love the Enclosures to warm up in but would the pleasure be reciprocated by the dogs and their owners?

All in all, surely a pause for thought?

10 August 2017

cc Chairperson, Bibra Lake Residents' Association

